

**FLORIDA SERIES: WARMUP FOR NATIONALS**

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## **ACTION** MAGAZINE

JULY 1975

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**MAICO's  
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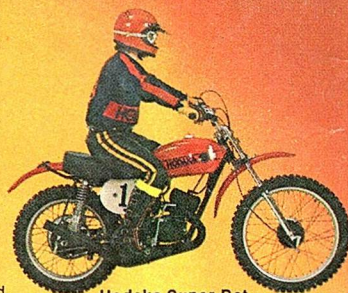
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NUMBER SEVEN

## ACTION MAGAZINE

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associate editor  
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art director  
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associate art director  
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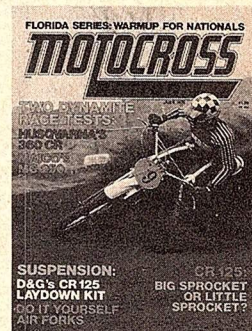
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Associates, Inc.  
16400 Ventura Blvd.  
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**MIDWEST**  
Gravenhorst & Associates  
Executive Towers  
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Chicago, Illinois 60646

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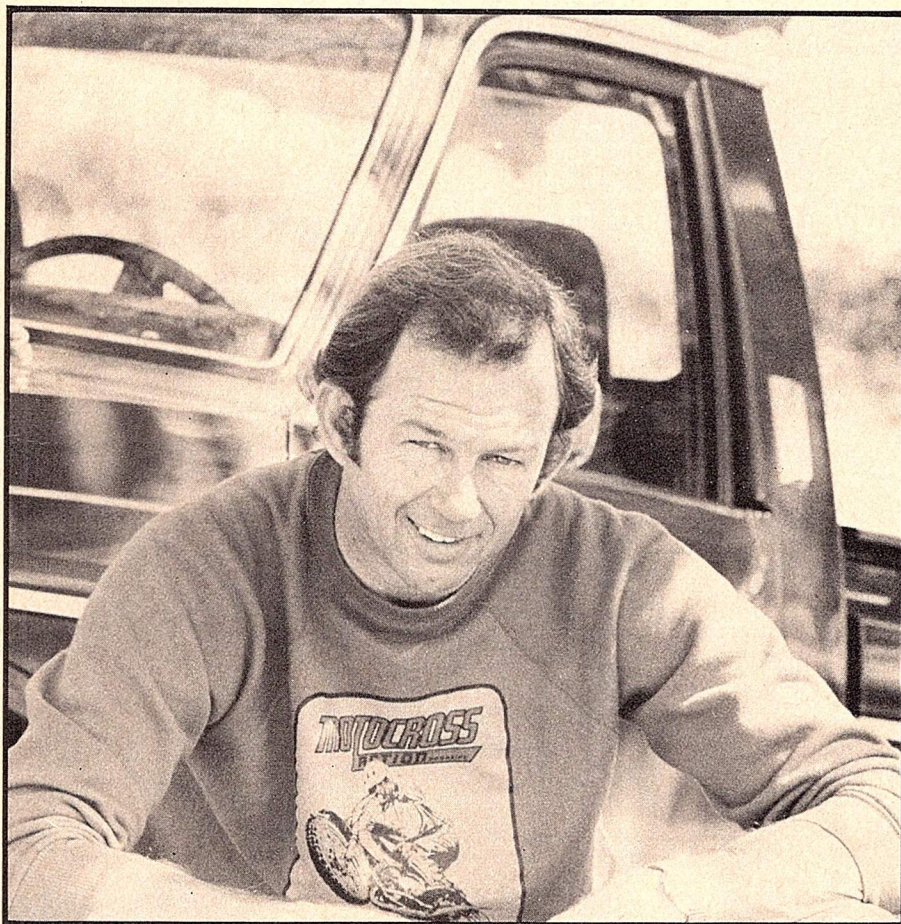
One half of MXA's dynamic duo, Al Baker, of Baker and Maly, thoroughly roasts an Indian Dunes berm with the new Husqvarna 360CR.  
Photo by Dick Miller

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# ON THE MAINJET

By DICK MILLER



I was sitting in the den and the TV was on. It was a Saturday afternoon and I was taking a break from some serious tinkering on a race bike in the garage. Saturday is probably the only day I really like to watch TV. I'm a hopeless sports addict and Saturday's TV is full of various happenings that keep me from doing something I really should be doing. What's worse is that Saturday is the day all the little last-minute details have to be shaped on the bike for Sunday's race.

The event on TV that had my attention was a car race that consisted of all the top race car drivers in the world. What made this race different from any other

was the fact that each driver would be racing an identical car. In this instance Mark Donohue had been contracted to set up the cars so that no driver would have an advantage over any other driver. Donohue was the retired defending champion. Everyone would be driving the same brand of car with identical equipment, the idea being to find out who the best driver is when all other things are equal.

This event was part of a series of races called the International Race of Champions. Last year was their first effort, and with the experience gained from the mistakes made then, this year was looking to be more meaningful

when the final results were in. Fantastic! Why not do the same thing with all the top motocrossers in the world? Surely if the car people could do it we could also. I passed over this same thought when I saw the first IROC last year, but with this year's series and the new format, it really had me thinking. Why not? Just think of all the questions in the back of your mind about who is better than who and if the brand of bike is the reason for any one rider's success over another.

Somebody would have to do a lot of PR work to pull it off, but it could be possible. In the case of the car drivers, there are several different types of events which require different types of cars. The same is true for motorcycles, except they aren't as specialized. As in car racing, brand names dominate certain events. The car drivers contracted to these factories had to have the approval of their sponsors before an event of this kind could happen. The same would be true of the motocrossers. Being as how there are more motorcycle manufacturers involved than there are car manufacturers, this might be the biggest stumbling block. A possible solution would be to contact any and all factories who would be willing to furnish bikes for such an event. Using this list, the riders could then vote or have a drawing as to which brand of motorcycle would be used for each event. Maybe only one race should be held for the first effort if there needs to be a sorting-out period.

Once it's decided which brand or brands of bikes will be used in the event(s), a program will have to be set up so that each bike is identical in performance to the others. The rider can then draw the serial numbers out of a hat. Once they have their own bike, they could make the necessary personal adjustments such as bars, grips and anything that will not affect the machine's performance. Tires and suspension would have to be the same for everyone, but that could be determined beforehand by a lottery among the acceptable brands chosen by the riders.

There should be adequate



practice time for all the riders to familiarize themselves with the chosen brand of bike. This may mean a couple of days, or whatever is agreed upon before the race. It would be unfair if this didn't happen, because there would surely be one rider among the group who was very familiar with the brand of bike used. More than likely several riders would know the bike because of the constant shuffling of riders at the end of each season of racing.

As I see it, one of the major problems would be what displacement class bike to choose for the race. A possible answer would be to hold more than one race, and then the classes could be varied from one event to another. This would probably have to involve another manufacturer also. There are some riders who cannot do well on a 250cc machine but will really shine on a 500cc, and vice versa. A case in point is Joel Robert and Roger DeCoster. When Joel was the scourge of international motocross at or about the time of his fourth and fifth World Championship reign, Roger DeCoster was coming into his own. Joel was thought to be untouchable, and most of the time he was. He was riding a 250cc Suzuki that was far and away better in its class than anything anyone else had to offer. But that shouldn't take away anything from his accomplishments. He still would have won, but maybe not as easily. Roger had occasion to race Joel in the 250cc class and was beaten by him. But when Joel raced Roger in the big bike class it was a different story; Roger handled Joel, and on more than one occasion. Each was a dominating force in his respective class, but when they changed classes it was a new ball game. I can't remember Joel ever beating Roger in a 500cc race, and yet Joel is considered by many to be one of the best motocrossers the world has ever had, and rightfully so. Torsten Hallman was another 250cc rider who didn't really take to the big bikes. In the first Inter-Ams in this country he usually raced a 250cc Husky in the 500cc class — and won, I might add. He, at the time, said that you didn't need all that power and that a 250 was plenty.

Of course things have changed since then, but even today, on a given track with the right conditions, a strong 125 would be able to hold off a big bike.

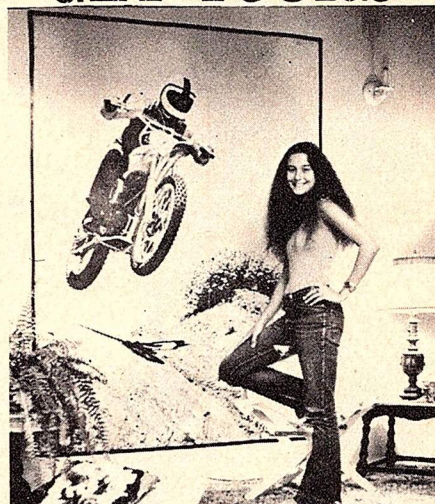
Several things will have to happen to make a race such as I've been talking about possible. One is a decent incentive for the riders involved. That means a big dollar sponsor for the affair. It also means that someone is going to have to come up with some good organization and fair rules to keep everyone happy. There should be shorter motos than the regular 40-minute GP type. It should not be a test of the motorcycle, but a test of the rider's skill. Everything should be taken into consideration to make this *one* fact the most important consideration for a race or series of races of this sort. If there is bike breakage the rider shouldn't be penalized. There should be special considerations made allowing for mechanical failures.

There could be a series of two rider eliminations in a round-robin-type scoring system, with the loser of each race continuing on a point basis. There are all kinds of possibilities for the event and how to run it. The main thing is that if it could happen and if it does, that it's done right. I for one would like to see it, and I think it would be a great spectator attraction as well.

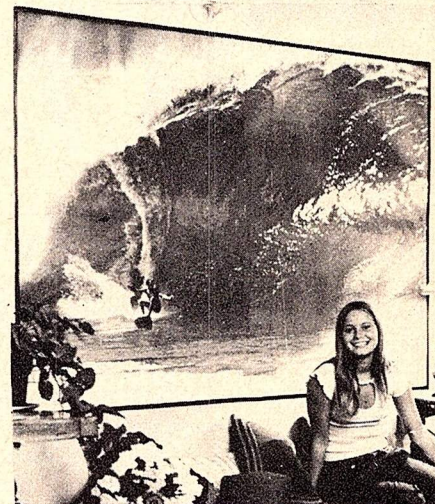
Right now on TV we're being treated to every other kind of shootout involving celebrities — such as the Super Stars with the top athletes in each sport. There is a women's Super Stars competition and even a TV and movie star class. Everyone's having a shootout!

We have World Champions in motocross that are determined by the series of GP races around the world and the points acquired in these races. To me this means that it's a combination effort of the bike and rider. One or the other might be superior, but which is which? It leaves doubts in my mind as to who is really the super star of motocross. How about you? Would you like to see a shootout between the top motocrossers in the world and, if it happened, who would win it? You might be in for a big surprise . . . . .

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Damn! That TV screen sucked me in once again. I got home from the races and was rather fatigued so my resistance was down, but I just needed some time to get horizontal and rest my destroyed left arm, and since there wasn't anybody around to get horizontal with, I decided to eyeball the wasted wastland while I was recovering.

My left arm, you see, had been hard at work clutching our Maico 250 test bike. There was this tight turn that required a bit of clutch to give the mighty Radial some uh-WUH up the hill, and clutching a Maico 250 once a lap for two 40-minute motos leaves your arm feeling like a stepped-on banana peel. You know the thing at the arcade you squeeze that tells you whether you're a "Limp-Wrist" or a "Gladiator"? Maico clutch.

As luck would have it, the *TV Guide* offered a grand selection of entertaining programs. "Movie: *Bunny Meets The Fuhrer* (Mexican, 1956) A blind orphan girl wandering through war-torn Poland meets up with a slap-happy bunch of GIs headed for Berlin. Brutal, but amusing. Spring Byington, Sterling Holloway, Vivian Vance."

Boy, did that sound hokey.

"Beverly Hillbillies: Jed

Clampett tries to enter a raccoon in a dog show." Jeez. Then I scored the hot one.

"World Wide Sports ... Special: Taped coverage of the World Championship Grand Prix of Motocross at Carlsberg, California. Motorcycle daredevils vie for the \$30,000 purse. Competitors from around the world include Roger DeDodger, Brad Bartley and Marty Meiercroft. Keith Jackstrap and Bruce Brownie report."

Dyn-a-mite! Nothing like recovering from a race by watching more racing. I punched the "On" button.

"... of victory" (Arnold Palmer sinks an 80-yard chip shot and is hoisted aloft on the shoulders of ten thousand periscope-waving green freaks), "the agony of defeat" (a four-man bobsled team misses a turn, pulverizes a wall of hay bales, disintegrates a wooden barrier and comes to rest in the garnishment section of the hot dog pavilion), "the human drama of athletic competition."

"From Carlsberg, California, this is Keith Jackstrap along with Chris Economucki and our expert commentator Bruce Brownie bringing you the start of the U.S. Grand Prix, the World Championship of Motocross. But before things get underway, tell us, Bruce Brownie, What is motocross?"

"I don't know, Keith, but whatever it is, it just started."

"You're right, Bruce, and Roger DeDodger takes the lead on his Screwooski with Brad Bartley on the Huskadarnit second and the young California boy Marty Meiercroft on the exotic factory Humba third. Now down to Chris Economucki for a report on what's happening in the pits."

"Right, Keith. I'm standing here at the pit gate with Lumar Thud, chief of pit security. How do things look to you, Lumar?"

"You ain't gettin' in without a pass. If you try, I'll smash your head with this stick I'm holding in my hand."

"So you can see excitement is building down here in the pits. Back to you, Keith."

"Thank you, Chris. Bruce, what's happening on the track?"

"An interesting battle has developed between Jimmy Windup, the American Champion,

and Jarsalot Nofalta, the Czech. We'll pick them up coming down the giant Carlsberg hill. This is where they will reach speeds of 70 miles per hour on this rough surface, Keith, and it looks like ... OH NO! Nofalta fell down and now Windup is completely out of control going down the hill at tremendous speed! This is a tight situation for Windup. He's in what we call a 'tank-slapper,' Keith. Notice how his handlebars are whipping back and forth from side to side. But now he seems to have regained control of his bike. A close call for Jimmy Windup on this fast downhill."

"Right, Bruce, and I believe he's going to make a pit stop. Let's go down to Chris in the Yamahaha pits."

"Right, Keith. Windup has pitted and I believe, yes ... there seems to be something wrong with his pants. These are special leather pants worn for protection and, yes, Windup is taking his off and putting on a new pair. The crew is working feverishly to get Jimmy all zipped up, tucked in and back on the track while chief mechanic Bill Babushka takes away the old pants on the end of a stick. Windup is away and back to you, Keith."

"Thank you, Chris. Bruce, I noticed John DeBloato is having some difficulty out there. What seems to be his problem?"

"Well, Keith, it looks like his throttle is stuck wide open. This, of course, is a bad situation for the 'Flyin' Upper Antillian' because the bike isn't all that easy to control with the throttle stuck like that. You can see in turn 12 there, his feet are off the pegs trailing behind the bike and he's holding on with both arms around the gas tank. Now there, he just went through a fence which is cutting the course and if the referee sees that, he'll be disqualified."

"What does the rider do in a situation like this, Bruce?"

"Three things can happen, Keith. The engine could blow which would 'high-side' him, much like what happens to a pole-vaulter in track, or he could 'bail off,' in other words abandon any further attempts at controlling the motorcycle, or he could just crash headlong into those trees at the bottom of the hill."



"I think we'll find out right here, Bruce, as our remote camera crew picks up John DeBloato coming down the hill with his throttle stuck wide open."

"Yes, Keith, and as you can see, he ... ooh ... ow! ... eeh ... mercy sakes, he did *all three!*"

"I'll say. We'll be able to use that tape for our 'Agony of Defeat' sequence. Now it looks like young Marty Meiercroft is pushing his factory Humba into the pits. What's the story down there, Chris?"

"I have Marty Meiercroft here in the pits. Marty, what seems to be the problem with your bike?"

"Problem? What problem? There's no problem. It seized. It's supposed to seize. Just ask all those little engineer guys over there. 'Evelynthing wolk pelfect in Jahpahn.' They're just trying to drive me crazy, that's all. But I won't let them. I'll ... I'll ..."


"That was Marty Meiercroft. Now back to you, Keith."

"OK, Chris. We've got Beechly Brinks, the British Baron, up here in the tower with us. Baron, you dropped out at the halfway point. What was the trouble?"

"We just received our new Cheency BFD from England, Keith, and we weren't quite familiar with the bloody motorbike and I believe I was trying to shift the bloody gears with the bloody brake lever. 'Owever, with our new five-stroke engine and inflatable tyres, we've certainly got our stick in the pile, wot?"

"Right, Baron. And now down on the track we have a development at the big jump. What's going on, Bruce?"

"Phriztzov Schnabl from Norway has just broken the world jump record with a fantastic leap of 58 meters. Let's take a look at it in slow motion with our instant replay camera. Notice how he keeps his elbows together in the squat, then ... oh, he hits it right on the button, getting plenty of lift and stretching it out way down the hill in a perfect jackknife. He'll get plenty of style points from ..." CLICK!

Style points? Jackknife? *Squat!!!* Once again World Wide Sports got all tangled up in their events. As it turned out, Jed Clampett had better luck with his raccoon than Baron Beechly Brinks did with his BFD. 

JULY 1975

# USE WHAT ROGER USES

Roger DeCoster, Trans-AMA Winner, three-time Motocross World Champion, has to have the best.

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# DIRT

By Holbert Holquist

Terry Tiernan, the head honcho at Yamaha, was saying something about the future of motorcycling being with the four-stroke single, and then he proceeded to make moves in that direction by leaving Yamaha — taking with him a bevy of followers — and joining the Norton/Triumph Corp. Terry is also the acting President of the AMA. A very heavy move in this industry, to say the least. I wonder if it was all that heavy Milwaukee four-stroke influence, or does he know something we don't?

\* \* \*

Speaking of four-stroke fanciers, Husqvarna surprised everyone by replacing Everett Brashier, the Western States Head of Operations, with Pete Coleman — who was the long-time head of Triumph distribution in the U.S. I don't think Pete even likes the sound of two-strokes, let alone admits that they exist. Interesting!

\* \* \*

Doesn't Dick Mann ever get old, or slow? He's got to be one of, if not *the*, most versatile motorcycle riders in the U.S. I received a press release not too long ago on his riding the Blue Grass Moto-cross National Championship. The former AMA National Number One will show up anywhere and everywhere with boots in hand ready to duke it out with the youngsters. Torsten, who is retired, said that Dick Mann was one of the riders who gave him the most competition when he first came to this country introducing European-style motocross. Mann is still racing everything, plus trying to earn a place on the ISDT team by competing in the Qualifiers. Go gettem, Dick.

\* \* \*

I still can't get over earning your letter in school by riding motocross . . . D Y N A M I T E.

\* \* \*

Speaking of high school motocross, it seems only logical that the junior highs and grammar schools should be getting with this bicycle MX thing. It's a natural.

\* \* \*

Speaking further of schools, how about the fourth grade class of teacher Ron Helmer in Pinconning, Michigan? He brings all his old MX ACTIONs to class for unknown word lessons. I'm not sure that's a compliment, but he sez that his kids love us. He also wanted us to know that they were responsible for putting about a thousand screws in his Penton's tires so that he could go ice racing in the winter. Sounds like Ron's class is really into MX, but we're curious as to how he handled the mysterious WFO as a word problem.

\* \* \*

We got the following letter and photo from David Pardon in Auckland, New Zealand. It was taken at the New Zealand Motocross Championship meeting at Redvale, Auckland.



*Wondered if your readers might be interested in knowing that motocross goes over quite big down here in New Zealand, where a lot of people know how to handle bikes as well as sheep! The enclosed photo may have some interest. Hope so.*

*Sincerely,  
David Pardon*

\* \* \*

The Second Annual Women's National Motocross Championships will be flagged off at Carlsbad July 5th. Nancy Payne looks in good shape to defend her Number One plate. Janene Turton, Cherry Stockton and Sue Fish may be doubtful starters due to injuries, but you never know. Lorie Watson and new girl Joanne Milley are blazing.

\* \* \*

The promoters of the Yamaha Super Series at the Houston Astrodome advertised that Roger DeCoster would show up. I had already heard well in advance that Roger would *not* show. Do I smell a rip-off?



Mike Wilburn sent us this clipping from the *Houston Chronicle*. It's a bus doing a wheelie.

\* \* \*

Michael E. Micheli, president of Wheels of Man Inc., has resigned protesting a decision by the parent firm, Parker Pen Co., to terminate their sponsorship of Marty Tripes.

"I felt our association with Marty has been good for him, the sport and our company," Micheli said. "We had under development several revolutionary products to which Marty had made important contributions. This setback has made it impossible for me to continue with the company." Sock it to 'em, Mike.

\* \* \*

How about *Playboy Magazine's* spread on dirt bikes in its May issue? Do you think that they've finally discovered the second most popular pastime?

\* \* \*



When I ran the comment on Brian Littler regarding his Munari/Norstar boots and accidents, we got a few letters in reply. Bob Johnson of Tucson, Arizona, even sent us X rays of the boot after his son broke his ankle during a motocross crash. In all fairness to Brian, Bob did say that they would still buy another pair of Norstars, but he just wanted to keep them honest.

\* \* \*

Looks like Charles M. Schulz is really getting into motocross. So how about some Snoopy motocross T-shirts?

\* \* \*

Speaking of the ladies, check out the April issue of *Playgirl* for a nice spread on girl motocrossers.

\* \* \*

Media Max, alias Mike Goodwin, told me that they have signed up Roger DeCoster, Jaroslav Falta, two-time winner Marty Tripes, Arne Kring, Graham Ulrich, Heikki Mikkola, Rex Staten, Bengt Aberg, Nils-Arne Nilsson and Kent Howerton for

their Superbowl of Motocross.

I have it in writing, and after some of the advertised, but no shows in the earlier Super Cross events, they don't want you to think that it will be the same for the Coliseum race. Mike assures us that the top Europeans will be there.

\* \* \*

Speaking of the Superbowl, this event has amazed a lot of people by having been able to draw so many spectators. Mike expects over 50,000 this year — topping the 45,000 of the last Superbowl. Not too shabby.

Our odds go with DeCoster, with special mention to Marty Tripes and Falta. Jim Ellis has got to be a dark horse. He seems to like these "spectacle" events. He's leading the National Super Cross Championship, and the winner will be named at the Superbowl, July 19th. We can't rule out Falta either. He seems to get hyped for this race. We still have photos in our files of his purposefully running into Tripes after he was passed two years ago.

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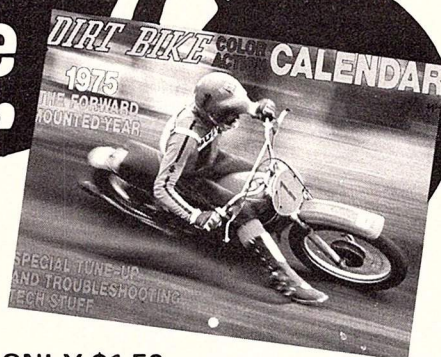
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# MAIL ENTRIES

## MR. DYE'S SIDE

I just read your article on Edison Dye and the St. Charles Trans-AMA. Let's look at Mr. Dye's point of view:

1. You needed an ark to get in and out of the place.
2. Mr. Dye is in business for himself just like pro racers and doesn't like to give away 20 grand at a crack.
3. Ambulances had to be taken out of the racetrack area by trucks towing them through the slop. What would've happened if a rider got hurt?
4. You're forgetting what Mr. Dye has done for motocross. Let's give this man credit where it's due.

Plus, Adolf Weil's mechanic did a lot more than just poke Mr. Dye in the chest and call him a bandit. The riders may be basically gentlemen but the mechanics are really rude.

Scot Perry  
Hampshire, Illinois

## "YZ TRICK" DIDN'T WORK

I tried the solution to fixing the sprocket bolts on my YZ from your "YZ Tricks" article in the March issue. After two laps of practice my sprocket fell off, destroying the rear hub, and the chain went through the engine case. It was your fault.

James R. Foster  
Alpena, Michigan

*(It's not the wrench that holds the nut, James. It's the nut that holds the wrench. —ed.)*

## BURNT BERMSHOT

In your Bermshot in the April issue there were several pictures of me with a caption I felt was a little harsh. First of all, I went down when the rear wheel and the transmission locked up due to some particles from a broken crank. *(That'll do it. —ed.)* My mechanic was trying to get to me

but was held back by an official. I waited for a minute at the most till my mechanic got there and it took three of us to drag the bike through about six inches of mud. If the person who took these pictures was so bothered about me getting out of the way, why didn't he lend a hand? On the plus side, the pictures did prove you were aware there was a support class at Puyallup. This wasn't apparent from your coverage.

Barney Newman  
Gresham, Oregon

## TEN MOST DEMANDING SPORTS

Could you settle an argument for me? What are the ten most demanding sports? Is motocross second? And where does tennis



come? Who established these figures? How big is your P.O. Box 317?

Greg Morgan  
Tallahassee, Florida

*(Certainly. Motocross is first, of course. Then comes puma wrestling, followed by cross-country refrigerator moving, tackle foosball, marathon sex, waltzing, rollerball, owl hunting, indoor air racing and finally tennis. I established these figures and I live in our giant P.O. Box 317. —ass. ed.)*

## BATTLE OF THE SEXIES

I was sure disappointed when I read Nancy Thomas' letter in your April issue. She doesn't ride any better than she writes. At the

March Puyallup Dealer's Challenge she entered the beginner's class and that's just how she rode — like a BEGINNER. She seems to be more worried about being called a "Powder Puff" than being a lady and a qualified professional.

Sue Sykes  
Tacoma, Washington

*(Watch out, Sue. I've seen Nancy ride and she's pretty fast. —ass. ed.)*

## WANTS TO BE A PRO

I am planning on getting into the motocross scene this summer and I am wondering how you get from beginner to pro.

B. Narry  
Hookstown, Pennsylvania

*(Hold it wide open and hang on. —ass. ed.)*

## SEND STICKIES

I live in Poland and I take much interest in collecting labels, prospects and triket of foreign firms. I would be very glad if you were so kind and send me any of them. Please fulfill my request.

Krzysztof Pamula  
Zeligowskie, Poland

*(You get a stickie, Krzysztof. Aren't you the guy who made a long-travel rear suspension by leaving the shocks in place and moving the whole bike back? —ed.)*

## MXA JERSEY

I noticed some of your test riders wearing MXA jerseys, and I don't want one. So there.

Wuss the Wheelie King  
Deerfield, Illinois

## WRONG NUMBER

In your "AMA National MX Numbers for 1975" you said Number 26, Tony Wynn, was from Sherwood, Arizona. Where the hell is that? Even a dumb ol' Arkie knows there is no such place. But there is a Sherwood, Arkansas.

Maurice Jordan  
Newport, Arkansas

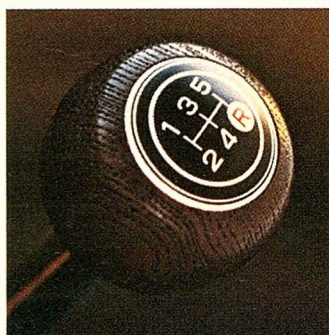
*(I don't know, Maurice. Half the time Wynn doesn't even know where he's at, never mind where he's from. —ass. ed.)*



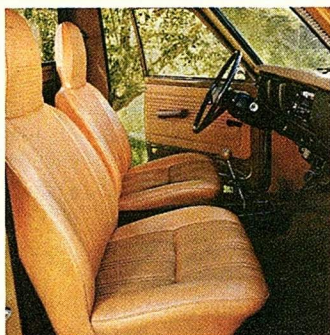
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# WRENCH WRACING

By ARDIMOS MIERSTEDT

## CR125

### LOWER END PROBLEMS

I was just about ready to trade in my 1974 CR125 Elsinore on a new 1975 model Elsinore when I heard rumors about the crank bearings burning up on the new bikes. What's the story?

Joe Tichenor  
Louisville, Kentucky

Early 1975 model CR125 Elsinores were burning lower end connecting rod bearings in about one out of every four units. The problem centered in the crank assembly department of the Honda factory where some dildo was mashing together crank halves with too little clearance at the connecting rod. After the bikes were run for a little while, the friction between the rod, thrust washers and crank wheels would generate enough heat to burn the bearing. You should be able to feel a perceptible amount of sideplay in the lower end bearing of your new Elsinore by moving the connecting rod with your fingers. If you don't, the fit is too tight and the crank should be replaced or reassembled by an expert.

### FUEL MIXTURES

My Hodaka Super Rat manual says the recommended fuel mixture is 20:1. Following the directions on the can, I mix Golden Spectro at 35:1. Is this OK?

Brad Mattes  
Ridgefield, Connecticut

A few years ago practically everything was mixed at 20:1 because that was the way it was always done before and there didn't seem to be any reason to change. But then some people found out that if you mixed it up a little leaner, like 32:1, you

wouldn't be getting as much oil into the cylinder, but you would be getting a little more gasoline, which means the engine would run cooler since raw gasoline is a cooling agent. (Pour some on your hand and find out.) Since the engine would run a little cooler, the demand for lubrication was a little less, which justified the leaner mixture. Of course, the spark plug would burn a little cleaner and the motor would run a little crispier (crispier?) so everybody was happy. Today, oil manufacturers like Golden Spectro and Bel-Ray are selling two-stroke oils which are designed to run in the 40, 50 and 60:1 mixture ranges. We know one guy who's mixing some evil-smelling synthetic at 82:1. At any rate, you should follow the recommendations on the label of the oil you use.

### VIBRATING BOLTS

Why do bolts back off and loosen from vibration instead of tightening up?

Jeff Dunning  
Sierra Madre, California

Your question is easily answered by Piccinonno's third law of vibrating vectors: "The sum of all the vibrating forces of a given mechanism tend to focus on the loosest bolt, causing that bolt to fall out, and — if it happens to be holding on the front wheel — causing the rider to endo down the track in a series of congruent circles, the circumference being equal to the height of the rider times pi." What the world-famous physicist is trying to say is that a flow of energy (vibration) tends to affect a piece of matter (a bolt) along the path of least resistance. Since it takes progressively less energy to unscrew a bolt than to

make it tighter, the bolt unscrews. But then again, how do you know vibration doesn't make most bolts tighter? Have you ever checked?

### STRIPPING THREADS

I own a '74 Maico and have a problem with the drain plug. I change the oil frequently and the threads in the hole end up getting stripped. I had it heliarced and tapped but it happened again. Is it the shop's fault or mine?

Bill McDowell  
Long Beach, California

Yours. You're leaning on the wrench too heavily when you tighten up the plug. I suggest you go a little easier on the breaker bar and safety wire the plug if you're worried about it coming out.

### PUSH-UPS

Could you tell me how many push-ups on your fingertips a pro racer like Marty Smith, DeCoster or Lackey should be able to do before being able to compete physically?

Don Van Tassel  
Santa Ana, California

DeCoster can do a whole bunch, Lackey not so many and Smith not so many as Lackey. Do you see what I'm getting at?

### BACK-TO-BACK RACE DAYS

Do you think it's OK to race on Saturday night and then again on Sunday?

Lonnie Owen  
Phoenix, Arizona

It's OK with me, Lonnie. Is it OK with you guys? (Sure, it sounds OK to me. —ed.) (I can dig it. —ass. ed.) Your body will tell you how much is enough.

### SUZUKI PISTON MEETS WEBCO HEAD

I am doing the \$100 hop-up on my TM125 Suzuki. The Webco head made my bike run better until the piston broke. The top of the piston had cracks all through it and was domed like it had smashed into the head. Could the Webco head have caused this?

Dave Strange  
Camp Hill, Pennsylvania

Not likely. The Webco head is

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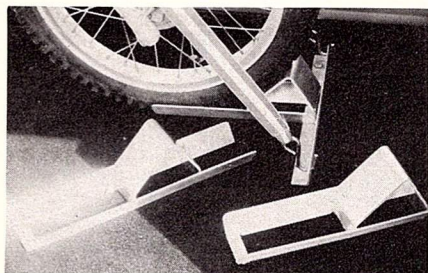
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*machined to very close tolerances and the quality control is good. It is more likely that your piston simply cracked in half, something not uncommon in TM125s, and was jammed up into the head, causing the dome to distort. One thing that could've caused the broken piston was if the piston was touching the head. Suzuki quality control is notoriously loose, and the length of their connecting rods may vary up to .030 in some cases. The stock Suzuki cylinder head compensates for this variance by giving the piston a wide berth, but the*

*Webco head cuts it a little closer. If you have a long rod in your bike there is a chance the piston could hit the head at Top Dead Center. You can check for this by spreading a thin piece of chewing gum over the piston before bolting the head on. Turn the motor over a few times very carefully, then remove the cylinder head and check the chewing gum for dents. If there's evidence that the piston touched the head, an extra base gasket should relieve the tolerances and give you a tad better exhaust duration.*



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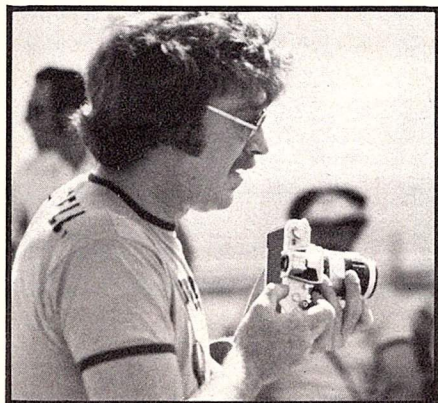
## Little things about people who make motocross neat

# WHIPS

### JIM RUSSELL

You've seen Jim Russell's name on our masthead, but we wanted to show you what our 35-year-old contributing editor looks like.

He's from Kansas and Oklahoma. He rode horses at four and a half and a tractor at eight. When he was 16 he said, "Hey, dad, I've been run over by everything; I want a motorscooter." Nope! Then he got married and his wife introduced him to bikes — a TS250 — so he sold his golf clubs and endured it from then on. Later on he saw a motocross and scraped up some more money and got a 250 Husky.



When he was in Texas he met Tony Bell (Motocross Cat) and Chuck Clayton, and he took some photos for *Cycle News*. That's when he met Pete Szilagyi. The next day at Lockhart Pete took six rolls of film at the race, four of which he washed in his jeans. Jim helped him out with photos and then started freelancing.

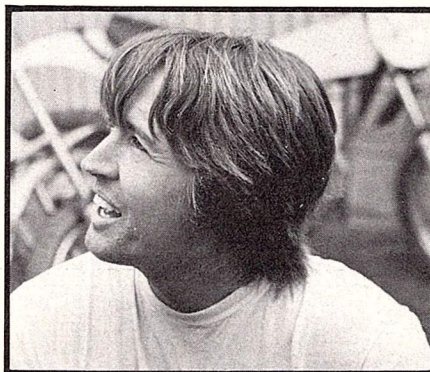
He intends to pay off his divorce and bikes, in that order, quit his job and hit the road as a full-time freelancer.

Jim isn't as loose as he sounds. After he got out of a submarine while in the Navy, he studied nuclear engineering. He then went on to business administration and graduated from the University of Kansas. He earned a Master's in public administration and city management. No dummy, our man in the South.

Most of the racers like Jim almost as much as we do. He's good people.

### DEAN GOLDSMITH

Probably one of the most easy-going mechanics on the national circuit is Husqvarna rider Mitch Mayes' wrench Dean Goldsmith. Most people who know him don't realize how fast Dean was when he was racing. He is one of those guys who can make it look easy — but it didn't mean that much to him, so he hung it up and started working on bikes instead.



This 33-year-old bachelor first started riding in '67 in the 250 class on a Greeves. He rode the desert most of the time and switched to trailbikes. Right after that Harley picked him and he proceeded to win quite a few races. Among others, he teamed with Terry Clark to win the Baja 1000. He also tied for the overall win of the very prestigious National Greenhorn enduro. He worked at Filtron for three years and then went with Kesco, a company that was contracted by Harley to do their R&D work.

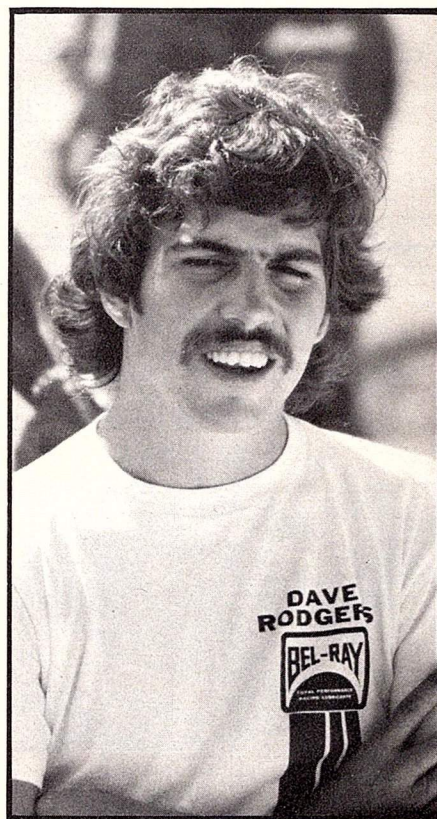
Dean heard that Claus Nielson was taking a leave of absence and decided to take the job at Husqvarna after Harley had started doing their own R&D.

When Claus came back Dean went on the road for Husky, working on Bob Grossi's, Terry Clark's and Kent Howerton's bikes during the Trans-AMA.

The new Husky Team Manager, Rolf Tibblin, asked Dean if he would take care of Mitch's bike this year. This same team that's working so well together used to fight it out with each other in the very competitive trailbike class in District 37 desert racing.

### DAVE ROGERS

If there's something big going on anywhere in the country and it has to do with motocross, sooner or later Dave Rogers shows up. He's there for a lot of reasons. First and foremost, because he loves motocross. Dave started racing as a teen-ager on the Southern California circuit and quickly landed a ride on the Bultaco factory team, but in a few years injuries forced him to put away the boots and pick up the clipboard of the Team Manager. He did that for a while, then just kicked back last year and followed the circuit with his foxy lady Juli, sort of a vagabond couple.



This year Dave, a motorcycle lubricant expert, is managing the Western Regional Office and Warehouse of Bel-Ray in La Mirada, California. Now when Dave shows up at a race, your nose knows, because he's usually hauling a truckload of that evil-smelling but fine-working Bel-Ray oil. People are happy to see Dave for a lot of reasons. Mostly because they're proud to call Dave a friend.



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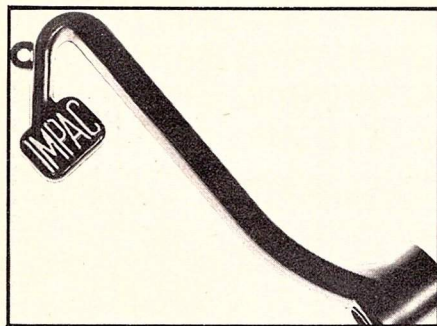
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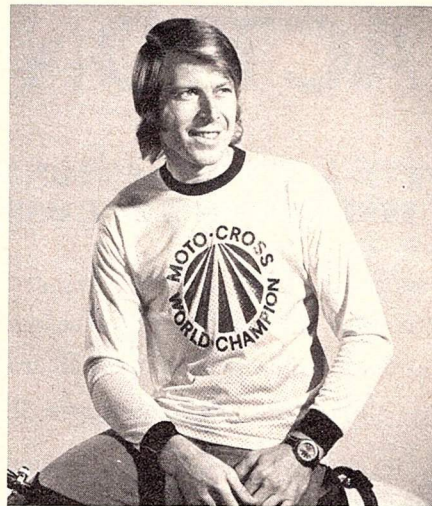
This lever, model No. GSL73-2, fits all Suzukis and any other bike with an 11.5mm, 21-spline shaft. Made of DuPont Zytel nylon, it's supposed to be absolutely indestructible. If you break it, bend it, strip it, melt it or injure it in any way, send it back to the manufacturer and they'll send you a new one. It flexes on impact, so it's not supposed to tear up your shifter parts, but it might make gear changing feel a little funny. IMPAC Industries, Dept. MXA, 5704 Bellaire Blvd., Houston, Texas 77036; phone (713) 688-9017.



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Ever drop your needle clip in the grass? Whip out your new Coinmaster IV Discriminator from White's Electronics, Dept. MXA, 1011 Pleasant Valley Rd., Sweet

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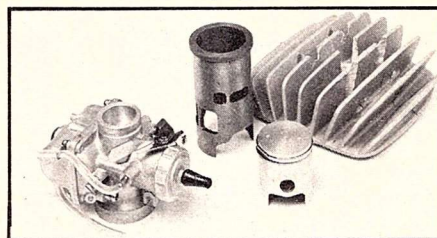
## SUZUKI RACING JERSEY

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## ELSINORE 100 KIT

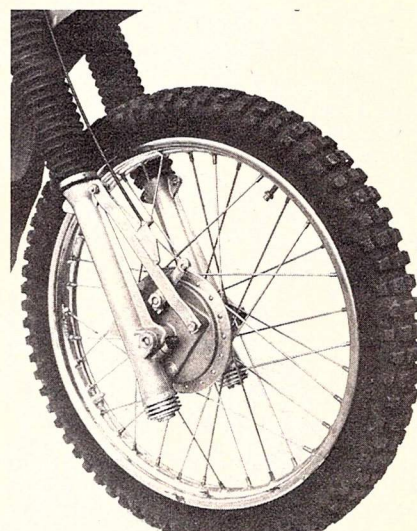
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Six sizes of spoke nips are handled by this one wrench. Guaranteed 100-percent by Rowe Products, Dept. MXA, 9015 E. Compton Blvd., Bellflower, California 90706.



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**DIRT BIKE** MAGAZINE

**announces**

# **THE GREAT YELLOW DIRT BIKE READERS' PHOTO CONTEST (GYDBRPC)**

**Everyone can enter . . . anyone can win!**

The staff will select the winners, using composition, presentation, subject material, tastefulness and what kind of mood we're in while we're judging as the criteria. Funny letter will help. But not a lot.

Prizes will be awarded for Best Photograph (color or black and white), as well as for the Best Enduro, Best Motocross, Best Observed Trials, Best Desert, Best Speedway, Best Flattrack, Best Short Track, Best Crash & Burn and Best Just Plain Riding Shots.

That's ten prizes . . . and only time will tell what they will be, but we will be giving away some really good photographic stuff. Watch for the list of prizes in our next issue.

The best part is that we're going to publish every one of the photos that we can fit into a special issue called the GYDBRPC PHOTO ALBUM. Wouldn't that be neat to give your aunt on her birthday?

Here're the rules. Black and white entries must be 5x7 or 8x10 glossy, unmounted prints. Color entries must be 35mm or 2 1/4 mounted transparencies (slides). Technical data would be nice. Send it all to Photo Contest (see coupon below). All entries must be postmarked no later than July 12, 1975. All entries become the property of Dirt Bike Magazine and Hi-Torque Publications, Inc.

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## **THE GREAT YELLOW DIRT BIKE READERS' PHOTO CONTEST**

D5-6

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Enclosed is my entry in the GYDBRPC.

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TECHNICAL INFO: \_\_\_\_\_

CAMERA USED: \_\_\_\_\_

SHUTTER SPEED: \_\_\_\_\_

LENS OPENING: \_\_\_\_\_

FILM USED: \_\_\_\_\_

WHERE SHOT: \_\_\_\_\_

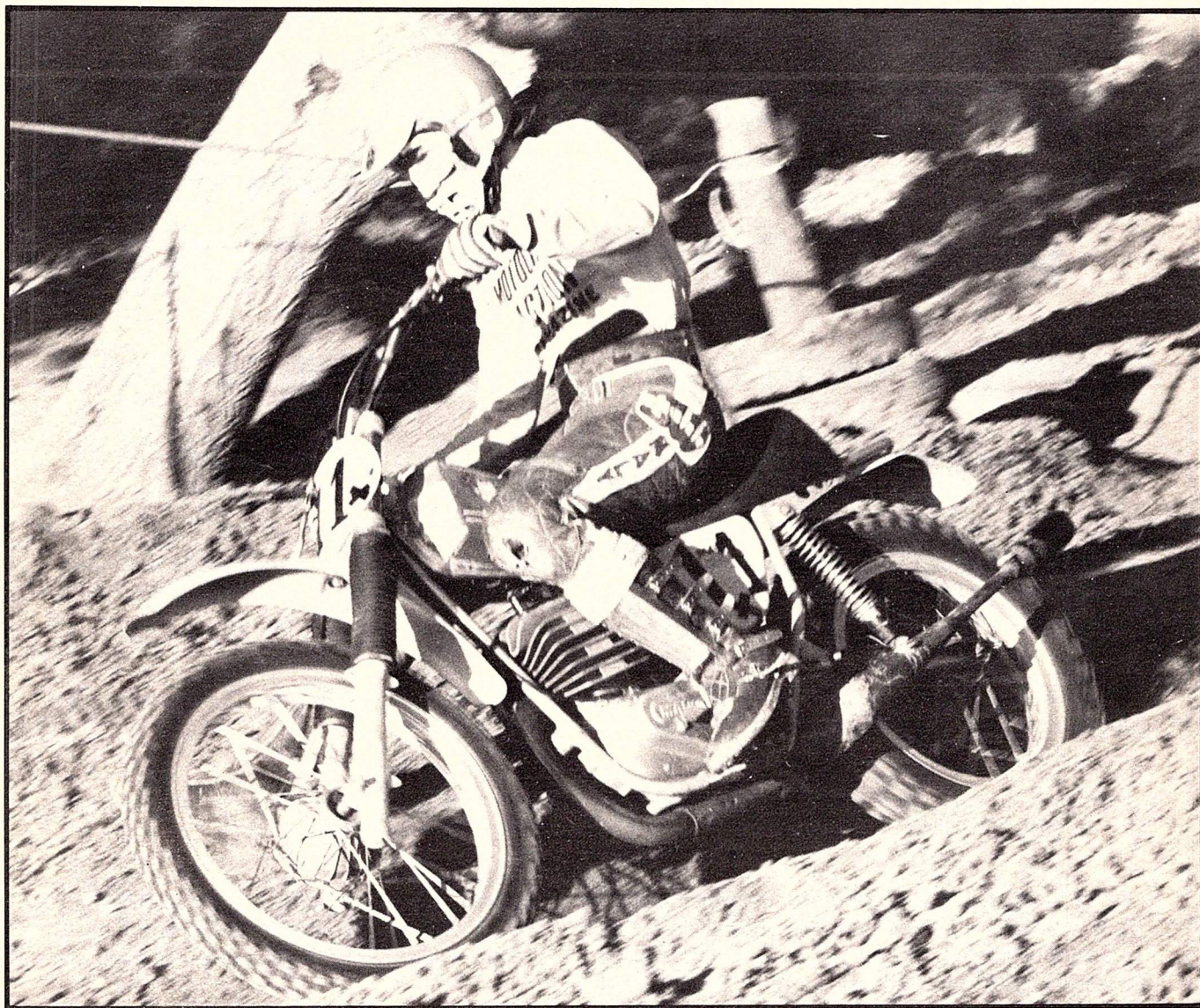
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Use blank sheet of paper for additional entries



# RACE TEST

# MAICO MC250



***Economically speaking, the mighty Maico provides the best return per dollar invested***

There's nothing quite like racing a Maico. After a hard-fought 40-minute grind aboard a Radial 250, you're left with the feeling that you've really accomplished something. You've extended your capabilities to their limits and nothing has deterred you from giving it everything you

have. The bike has obeyed every command, dispatched every direction with beguiling smoothness. You wonder why everybody doesn't race a Maico.

What is the Maico mystique? What draws people to blow their hard-earned and inflated dollars on this raunchy construction of steel and alloy two years and 25 pounds behind the competition?

Can the soul of a Maico be pried loose with a screwdriver, measured, weighed and tested for balance? Perhaps, but keep in mind that a Maico is like a bumblebee: To look at it and measure it against the competition, you'd say it would never get off the ground. Yet it flies, dances, works perfectly all the time and even makes honey. And it delivers a deadly sting.

## POWER

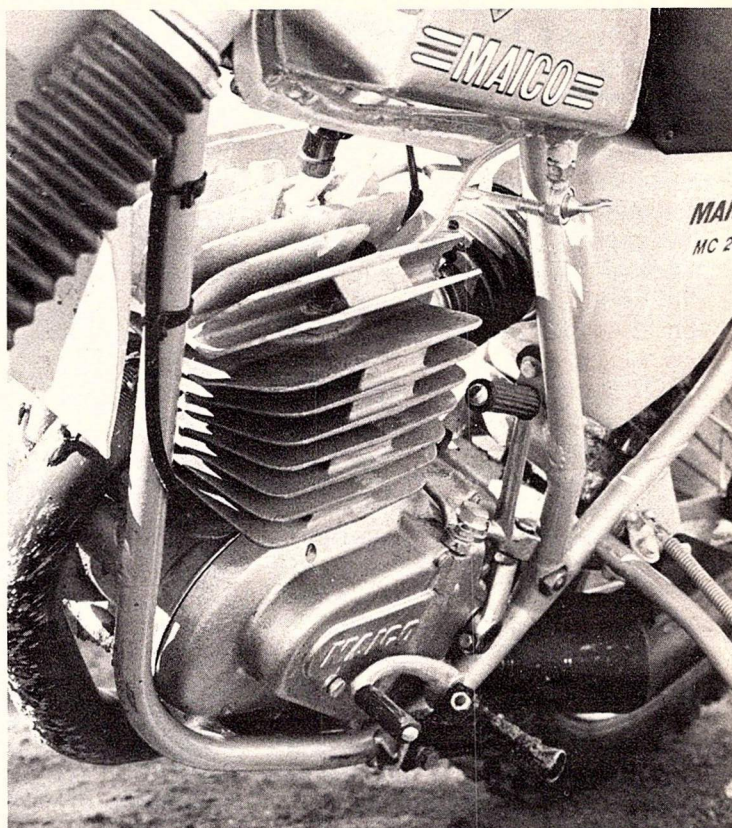
The output of the 247cc Maico powerplant is negatively deceptive; in other words, it's putting down more beans than you think. Much like the 125



*A great many professional racers choose a Maico as their tool of the trade.*



*The long-stroke Maico powerplant delivers a surprising rate of acceleration through the archaic four-speed.*



Bultaco Pursang we tested last month, the undersquare 67 x 70mm bore/stroke exerts a fair amount of leverage on the crank, producing an extremely tractable, torquey power delivery. Porting is similar to a Husqvarna, with a bridged T-shaped exhaust port, four rectangular transfers and two L-shaped intakes bracketing an oblong booster trench running up the rear cylinder wall and venting through a round hole in the piston skirt. A 36mm Bing feeds the configuration and a long, smoothly tapered exhaust pipe provides progressive power from mid-range to top end without any feeling of peakiness. Crank weight is concentrated internally to the full-circle crankshaft halves, allowing a lightweight internal button rotor to be used in the magneto.

Cracking the throttle in first gear finds a nagging flat spot at low rpm similar to the responses of the Ossa and Montesa 250s, both Bing-carbureted units. This, we assume, can be tuned out, although we didn't try because we didn't use that part of the operating range in competition. Once into the powerband,



*The Maico lets you approach rough sections with confidence, and above all, speed.*

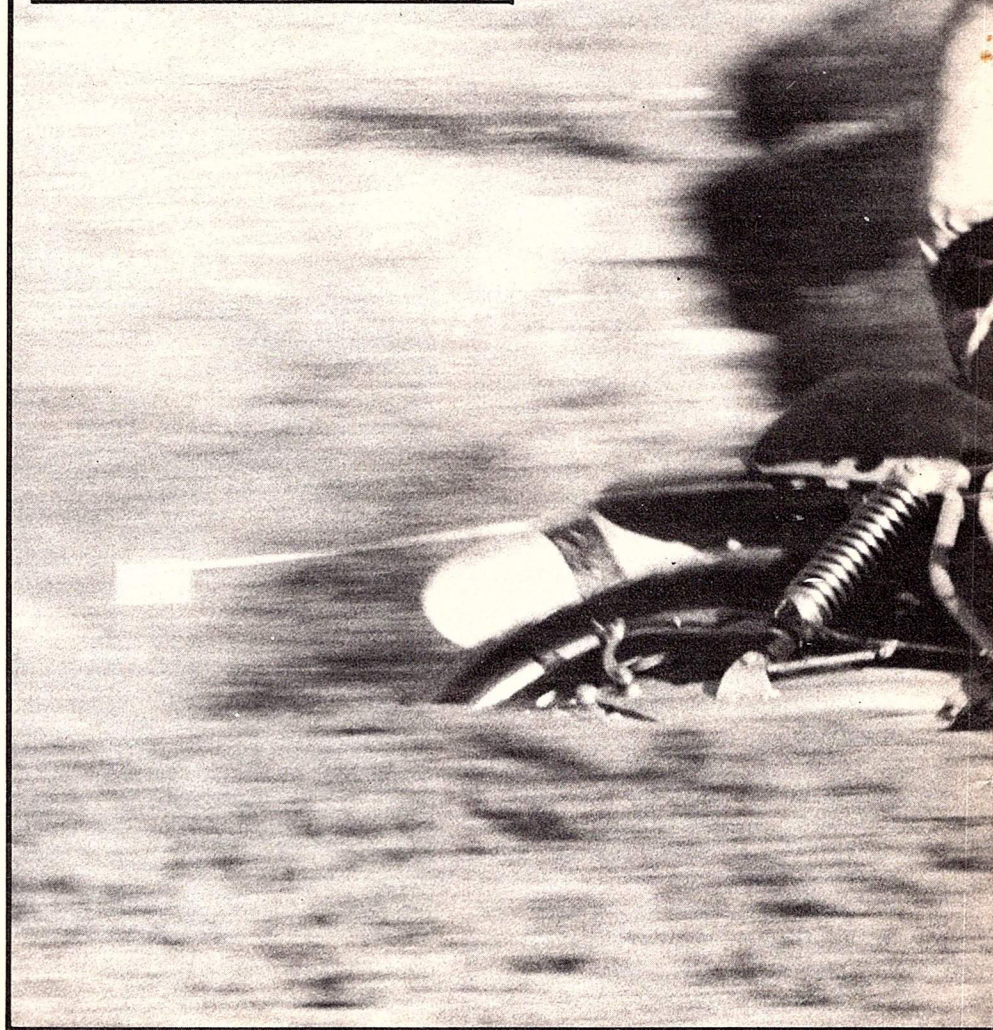


however, the bike gains momentum at an astonishing rate. If you like the feel of planting the rear tire and letting the front end ride about a foot off the ground through a gear, the Maico gives you plenty to be happy about. The beauty of the whole acceleration trip is that you can feel the power peak but the torque hangs in there if you must overrev. That means you're shifting with the front wheel still in the air. If that don't turn you on, then you ain't got no switches.

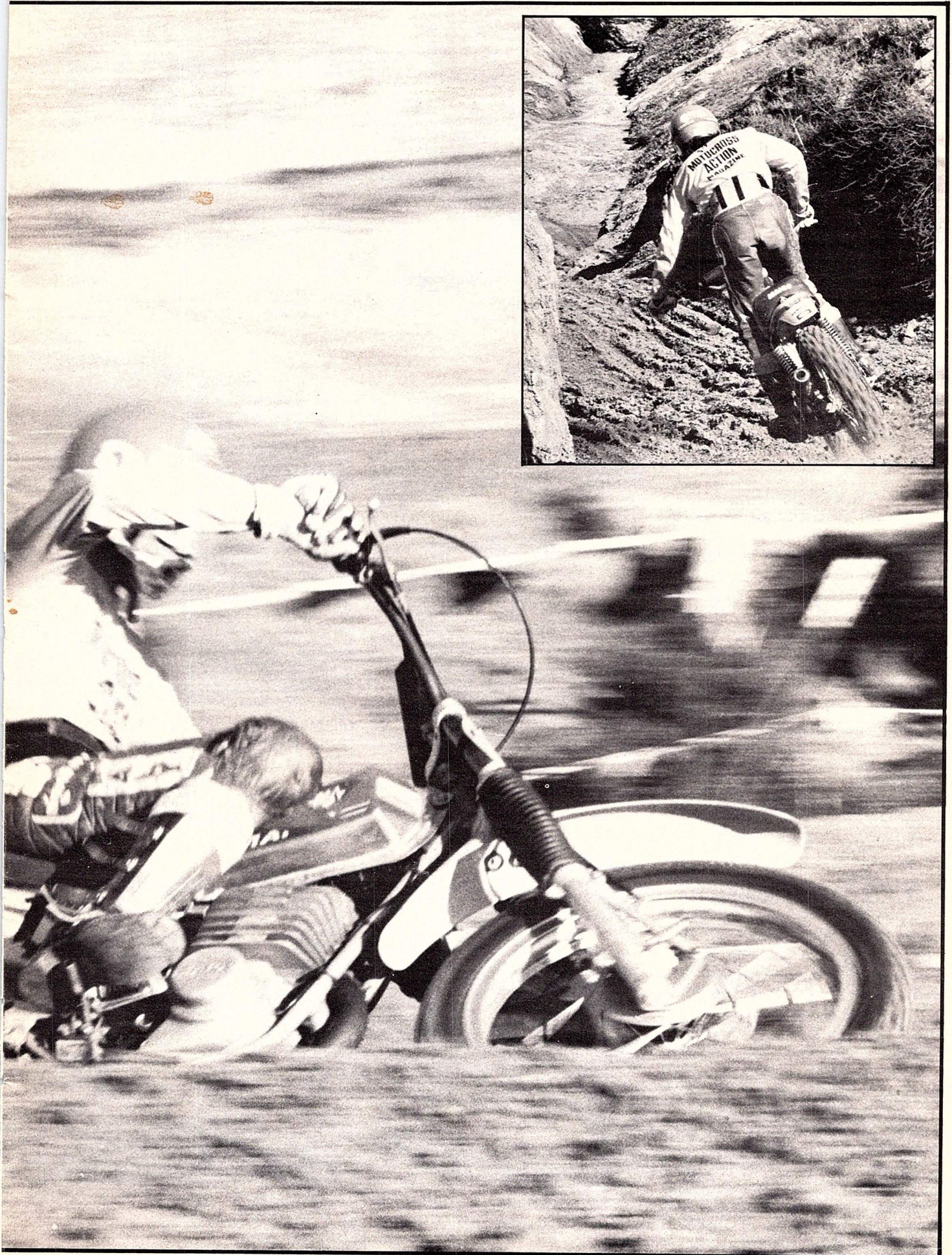
*Experience: "Approaching a sandy left turn with a fast outside berm, there was a Honda 250 in front of me going for the outside. I had been using second gear on the berm because it would carry me all the way to the next turn without a shift. This time I braked hard and dove inside where there was good traction, squared, and drove out still in second. I won the drag to the next turn even though the Honda had the better line. It seemed the Honda was spinning and jumping around a little, and he had to make a gear change while the Maico horsed it in a dead straight line."*

The tractional qualities of the high-inertia, long-stroke Maico engine make optimum use of the relatively obsolete four-speed gearbox. It puts all the power to the ground. Test riders unfamiliar

# MAICO









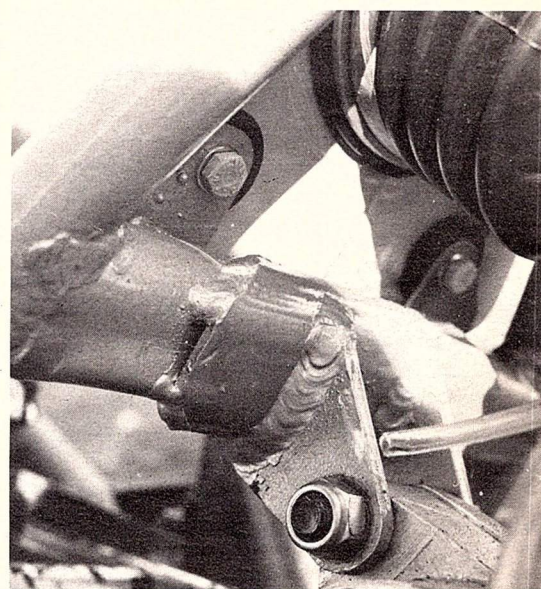
# MAICO

with the Maico were really impressed with its strong acceleration. Maico veterans just smiled knowingly.

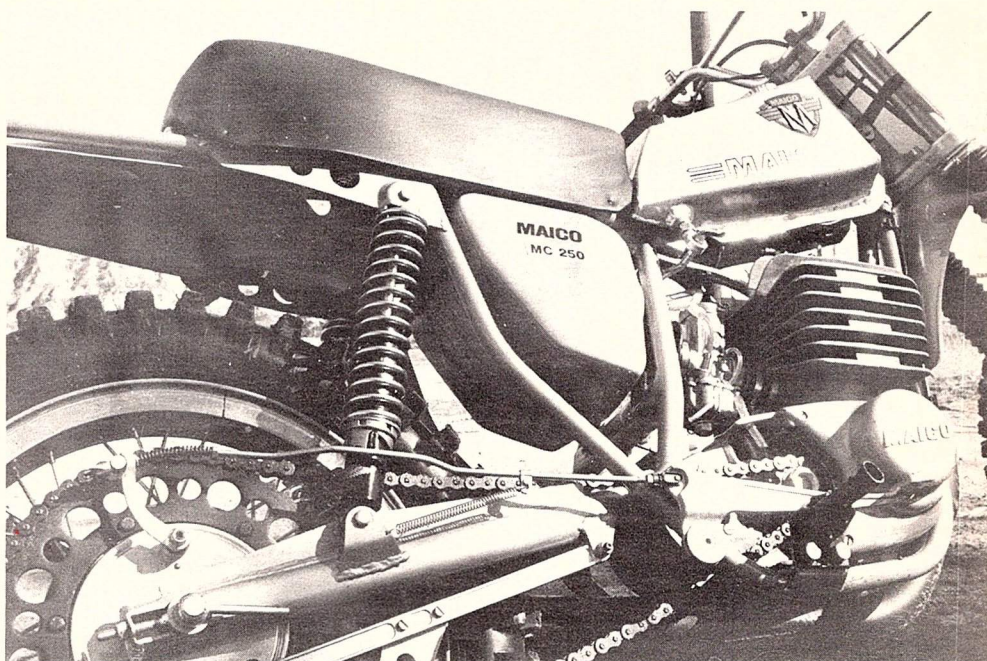
## TRANSMISSION

A four-speed gearbox gives the power plenty of running room in each cog. First gear is tall enough to get you away and over the gate in a straight line with plenty of hard acceleration left to pull your feet up on the pegs and click second gear before the revs run out. Second and third are your working gears. They get you from turn to turn remarkably fast without the need, in most cases, for an extra shift. Fourth is reserved for those medium-to-long straights and uphill where you can really get it blurry at the end of the string.

Connecting the motor to the gearbox is a clutch that defies description. Instead of a large-diameter unit with multiple lightweight springs placed outboard of the central hub that you can operate with one finger like on the Japanese bikes, the Maico clutch is small with one big mother spring right up the middle that you need a winch to haul in. Making a few inquiries to local pros and mechanics who deal with Maicos, we found that in order to bring the clutch pull down to human capabilities, you must [1] trim the clutch hub nut so it won't drag on the spring, [2] vary the amount of saucers that comprise the spring so you get just enough to keep it from dragging, [3] keep the clutch plates new,

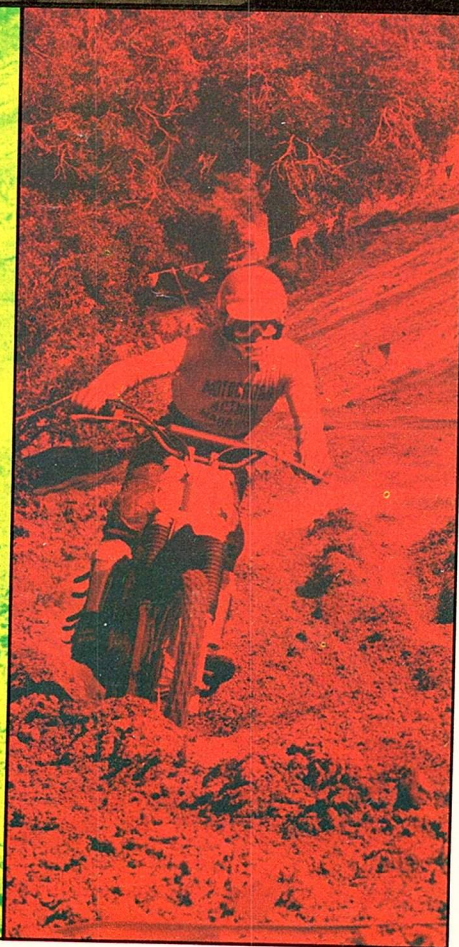
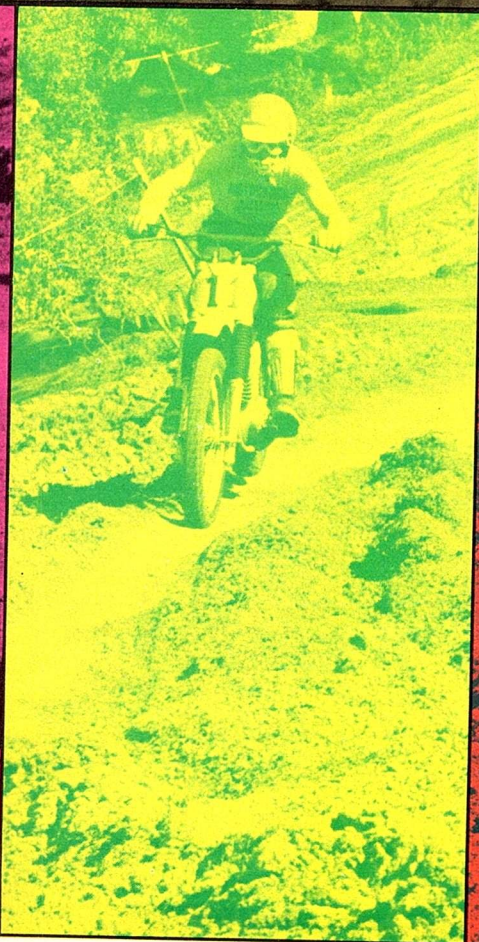
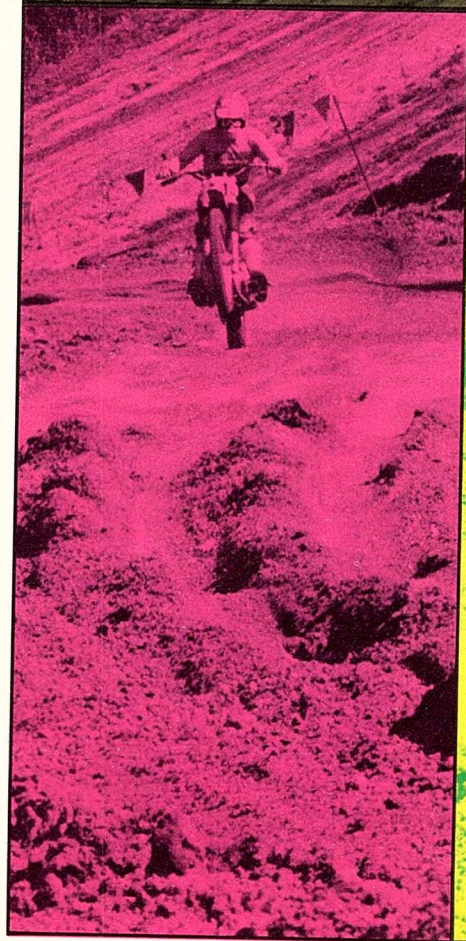


*Chrome moly frame construction is strong and well executed.*



*Rear suspension is an after thought to conventional frame design. Konis aren't up to the job. Brake rod bend takes away some feel.*







like replace them after every two or three races, [4] use the best cable you can find and keep it new, [5] use a Magura Power Lever. It's either that or build up arms like Popeye the Sailor. At any rate, the clutch works.

Primary power transfer is accomplished by a triple-row chain. This is prehistoric. You must inspect this chain for cracks in the rollers after every race and replace it if it shows damage or wear.

Gear changing is beautiful. Each shift is precise and positive. A series of three levers and a cam plate guide the steel forks which slide the small-diameter gears into place, as opposed to the relatively complicated ratcheting pawl and drum of the aluminum-forked Japanese trannies. The lever throw is medium, not so long that you have to lift your foot off the peg like on a CZ, not so short that you kick it out of gear every time you wiggle your toes, but just enough to let your foot feel the gears sliding into place. You never miss a shift. Test riders unfamiliar with the Maico were really impressed with its excellent shifting. Long-time Maico riders just smiled knowingly.

## HANDLING

Handling has always been the primary weapon of the Maico. What it lost in flat-out power and gave away in weight, it would make up in sheer handling superiority. Still does. Putting a Maico through its paces on a windy, hilly, twisty course with varied terrain is one of the deluxe experiences in racing.

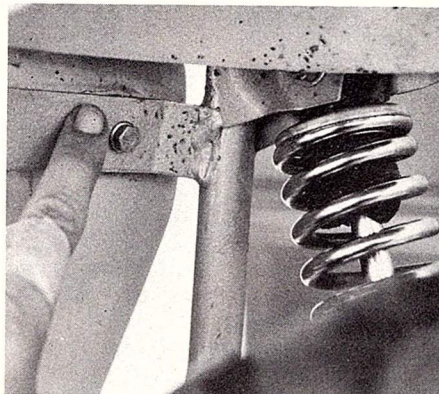
Each of us knows there is a success formula to negotiating a rough turn, a certain set progression that will get you through as quickly as possible, with as little effort as possible, and end you up in the best possible position to gain advantage over the competition. And, of course, it's important not to overlook the fact that you have to *feel* good as well as *look* good during the move. It's all part of motocross.

Stand up, shut down, guide the bike to your chosen line, hit the brakes, lay it into the berm or square it, dropping your crotch to

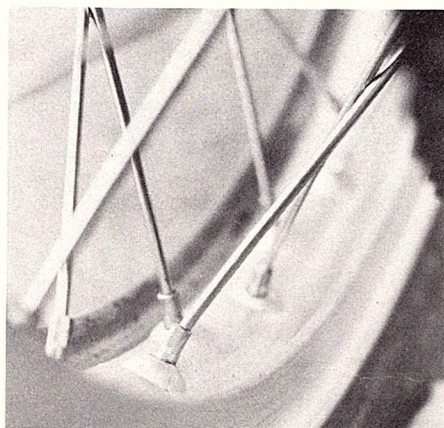
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## DEFECTS

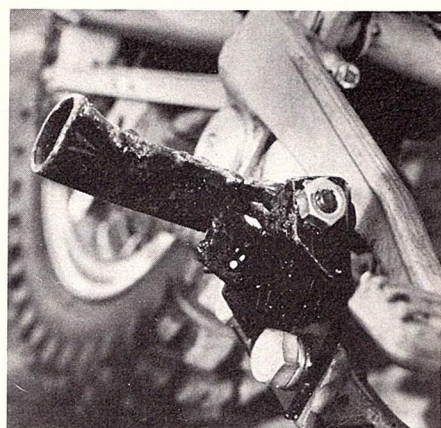
*Plastic air box cracked in three places.*



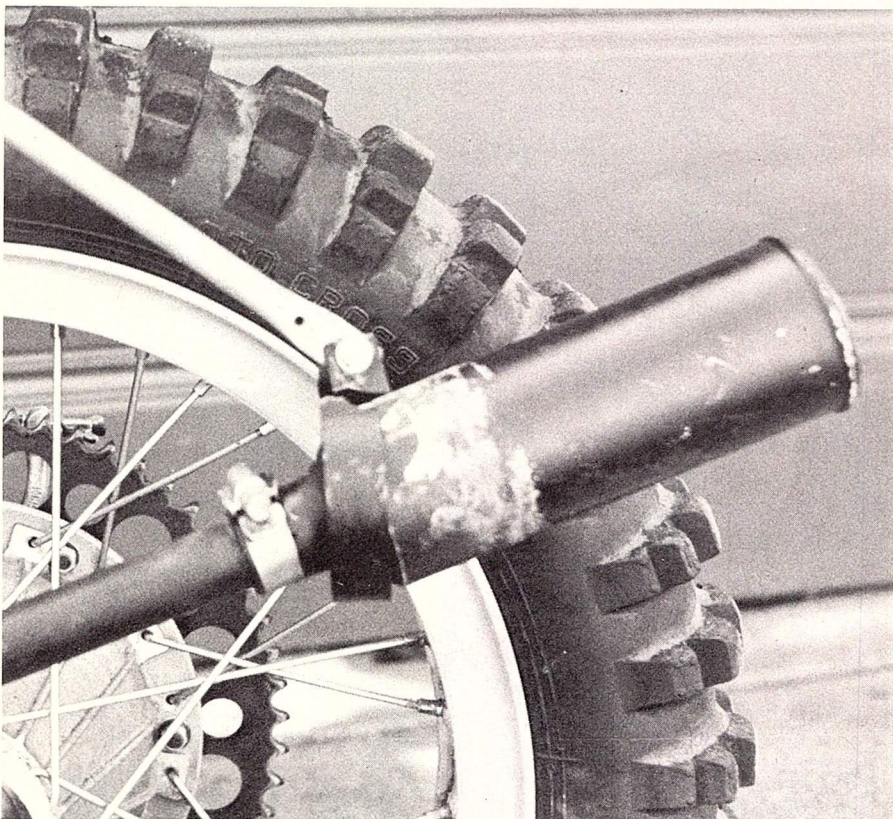
*There is no way you can get a wrench on this nut.*



*Our rim was not properly spoked.*



*They've got a lot of nerve putting those pegs on a Maico.*



*Silencer support is angled too much to support anything. Bracket eventually breaks.*

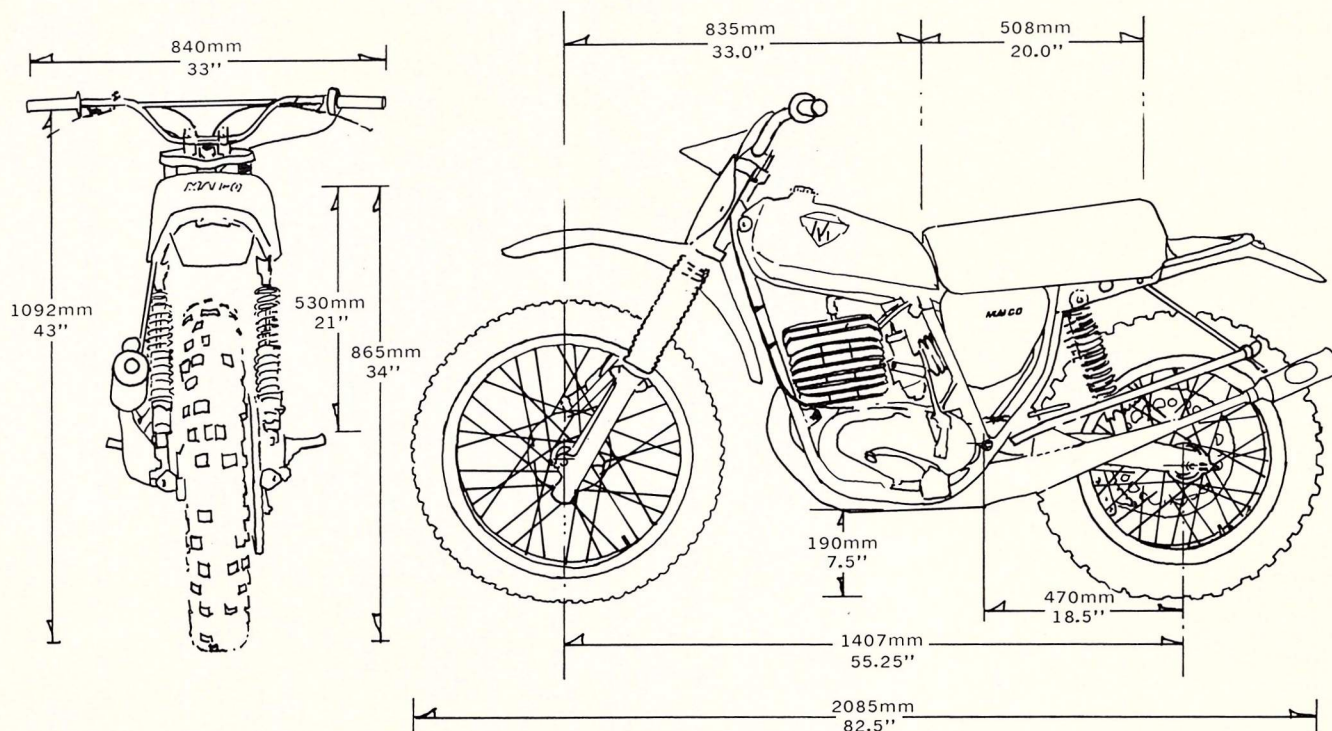




## SPECIFICATIONS

### MAKE OF BIKE: Maico 250

Model ..... MC250  
 Engine Type ..... Two-stroke single,  
 ..... piston port  
 Displacement ..... 247cc  
 Bore & Stroke ..... 67 x 70mm  
 Compression Ratio ..... 12:1  
 Carburetion ..... .36mm Bing  
 Ignition ..... Internal rotor w/points  
 Lubrication Method ..... Pre-mix  
 Starting System ..... Primary kick  
 Air Filter ..... Twin Air foam  
 Recommended Fuel ..... Premium  
 Clutch ..... Wet, multi-disc  
 Primary Ratio ..... 39/21 (1.86) chain  
 Transmission ..... Four-speed,  
 ..... constant, mesh  
 Ratio ..... 1.99, 1.52, 1.23, 1.0  
 Sprockets ..... 12:59  
 Ratio ..... 2.03  
 Color ..... Yellow  
 Frame ... Chrome moly, double cradle  
 Forks ..... 180mm—7.0 inches  
 Rear Suspension ..... 165mm—  
 ..... 6.5 inches vertical  
 Front Tire ..... 3.00x21  
 Rear Tire ..... 4.00x18  
 Curb Weight ... 234 w/half tank of gas  
 Weight Bias ..... 108/126  
 Steering Head Angle ..... 30 degrees  
 Fork Trail ..... 140mm—5.5 inches  
 Fuel ..... 5.5 liters/1.6 gallons  
 Gearbox Oil ..... 1000cc  
 Forks ..... 230cc



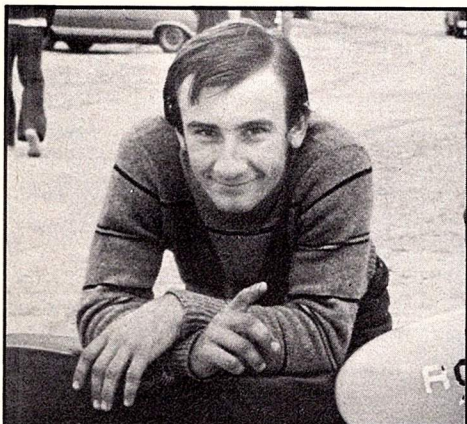


by Jim Gianatsis

# FLORIDA'S FAST FOUR

*Southern talent  
ready to go National*

## NEW SHOES



### DON KUDALSKI

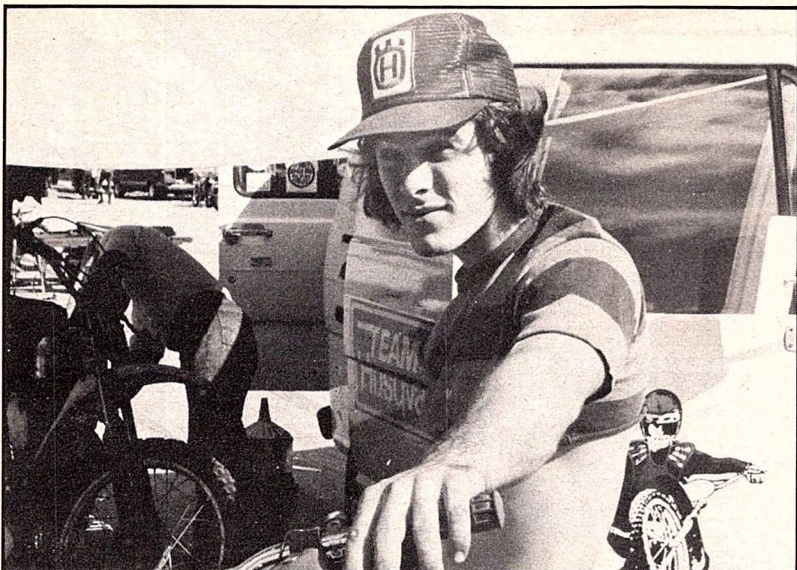
It seems that the best motocross riders in the world come from small countries like Sweden, Finland, Holland and Belgium. These countries which are small on population have produced riders which are high on talent. The only reasonable explanation why these riders are so good is that they learned to ride and developed their skills on the tough sand tracks that their countries are famous for. Sand is perhaps the most difficult surface to race on, and it certainly requires the most strength and stamina.

Since motocross got its start in America in the areas of New England and the West Coast, it's easy to understand why our best riders come from these areas. Now that motocross is popular across the United States, new talent will be appearing from across the country, with perhaps none better than from the state of Florida.

Racing year-round in the sand and heat of Florida, riders with potential quickly learn to be good, and can't help but be in the best physical condition. Racing in series events like the NML's and the AMA's Winter Series against National-caliber riders only helps to improve Florida riders that





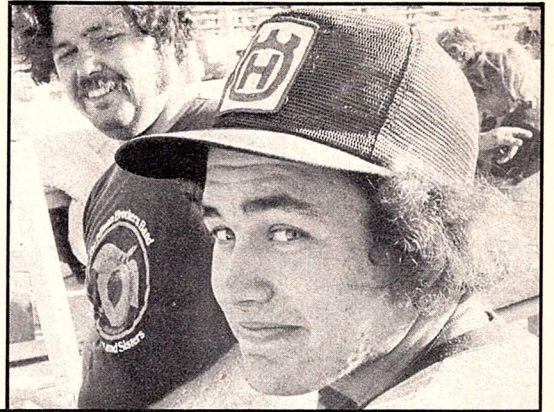


**DAN FARLEY**



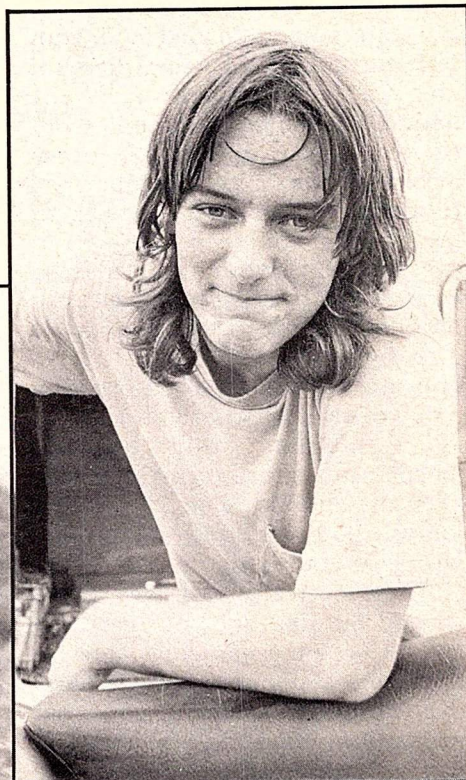


**JOHN JOYNER**





## MIKE LaROGUE



*much more. Due to the geographical location of the state it's been difficult for Florida's motocrossers to gain recognition in the past, but now with national exposure from events like the NML Florida Winternationals, these riders are ready to compete on a National level. All four of the Florida riders you're going to meet have earned factory sponsorships and plan to race nationally this season.*

### JOHN JOYNER

Perhaps the best 250 class rider in the Eastern U.S., John proved himself by winning overall the 250 class of the 1975 NML Winternationals Series. He started the series off poorly, DNFing the first two races on a Montesa that kept breaking, then made the switch to a new GP Husky sponsored by Suzuki Cycle City of Clearwater, Florida, to clean up at the remaining events in the series. Presently 20 years old and from the small town of Plant City, John started racing four years ago and did much of his winning on a 250 Suzuki. His past win record includes a third overall in the 250 class of the 1973 Florida Winter-AMA Series, with a first place finish at the rain-drenched Orlando event.

Husqvarna gave John a new 250  
*continued on page 60*

# FAST FOUR



By Paul Boudreau

Ever get home from a race, get all your gear unloaded and your bike put away, take that nice hot shower washing all the hoop-de-dooos and road miles out of your head, then settle down into that warm, comfortable bed to dream about pretty ladies or pretty guys only to close your eyes and find your head is filled with a steady eeeeeeeeeeeeeee, the product of all the thousands of decibels your poor little unprotected ears have absorbed in a day of racing? What you've done is damaged your hearing mechanisms and the ringing is the scar, an audible ache to let you know you've done something wrong to your body.

There's a really easy way to get around burning out your ears at a race: Get some ear plugs and use them. As a photographer I found out early the value of good ear protection. Shooting a race all day, I'm right on the edge of the track getting blasted by every bike that goes by, and if I don't wear ear plugs my eyes will roll out of their sockets and hide under a rock before the last moto.

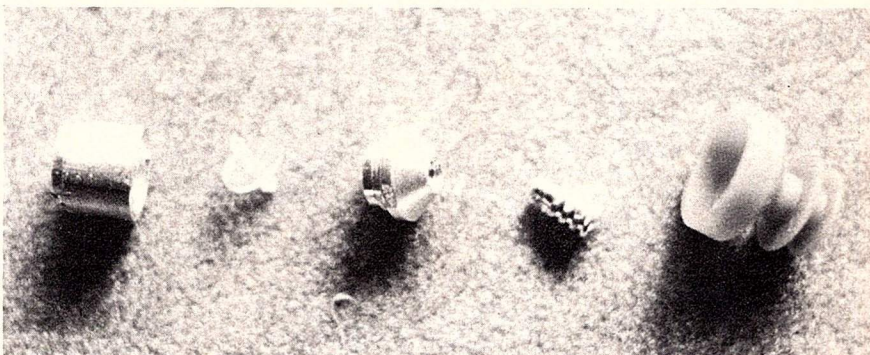
Having been turned on to a lot of different ways of plugging up my ears in the past few years, I've got it narrowed down to two very distinct and different concepts in ear protection: The Lakewood Sonic Ear-valve and Homegrown Johnnyplugs by Attron. The Sonic Ear-valve is a sophisticated assembly of ten precision-engineered pieces of aluminum, plastic, spring and rubber, costing around seven dollars, and the Johnnyplug is a simple, homemade concoction of cotton, wax and mineral oil that costs one dollar for five pair and two bucks for a dozen.

The Lakewood Sonic Ear-valve is not a plug, but a valve that shuts out dangerously loud sounds and lets in regular sounds. So you can wear them all day and function normally and talk to people without screaming, "What? I can't hear you! I've got my ear plugs

**A shoot-out between  
the latest in modern  
technology and  
the cheapest in  
organic alchemy**

# EAR PLUGS

*The Lakewood Sonic Ear-valve vs.  
the Homegrown Johnnyplugs.*



*The Sonic Ear-valve torn down. Five main pieces and two three-piece sub-assemblies for the springs keep bad sounds from your inner ear.*



*The Homegrown Johnnyplug torn down. Very organic but it keeps all sounds from your ear.*



## PRODUCT EVALUATION


*Wearing the Lakewoods makes you look like someone shot you in the ear but the bullet didn't make it all the way in.*



*Wearing the Johnnyplugs makes you look like you're not wearing anything. People will just think you're deaf.*

in!" But all the time you're wearing them you won't have to worry about loud noises — like those coming from the business end of a 370 works Suzuki with a cheater can — mashing your hearing things. However, you'll also have these little metal bullets hanging out of your ears all day and they do look kinda funny. They feel kinda funny, too, but I would guess any ten-piece valve would feel funny sticking in your ear. The valve also makes a clicking noise when you move your head around. It makes you feel like you've got a loose part in your head. And for seven dollars a pair, don't lose one.

Homegrown Johnnyplugs are a whole different ball game. You take the waxy plugs of cotton, warm them up in your hands 'til they get squashy, then just mold them into your ear holes. Presto! You've turned off the universe. Nothing gets through. Sometimes all the sounds of the day just get to you, so you pop these little babies in and you're in a whole new world of silence. At the Livermore Trans-AMA I took up my shooting position on a fast uphill wearing the Johnnyplugs, and the big-bore thunder machines just floated by on cushions of silence all day long. It was pretty spacey. They feel good to wear, too, but you have to take them out to talk with your friends or else you'll end up screaming, "What? I can't hear you! I've got my plugs in!" Either way, at two dollars for a dozen pair, you can give them away to your friends.

Lakewood Sonic Ear-valves are available wherever fine Lakewood Industries cycle products are sold. They're the same people who make the brake shoes and control cables and neat stuff like that. Homegrown Johnnyplugs are available only from Attron, 2858 Clark Ave., Long Beach, California 90815. A dollar for five pair or two dollars for a dozen pair. Include 25 cents for postage and handling on all orders. 



# *Product Evaluation* D&G's CR 125

## Lay dat debil down boy, lay dat debil down...

Many of the bikes seen in motocross competition as of late are sporting the "laydown" rear suspension. Husqvarna has introduced this type of suspension as a production item. It works!

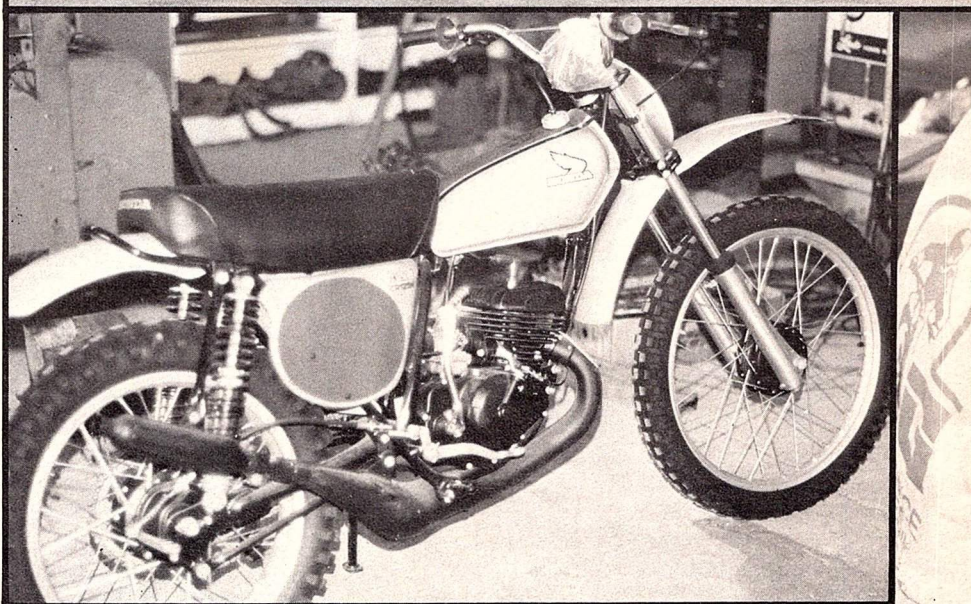
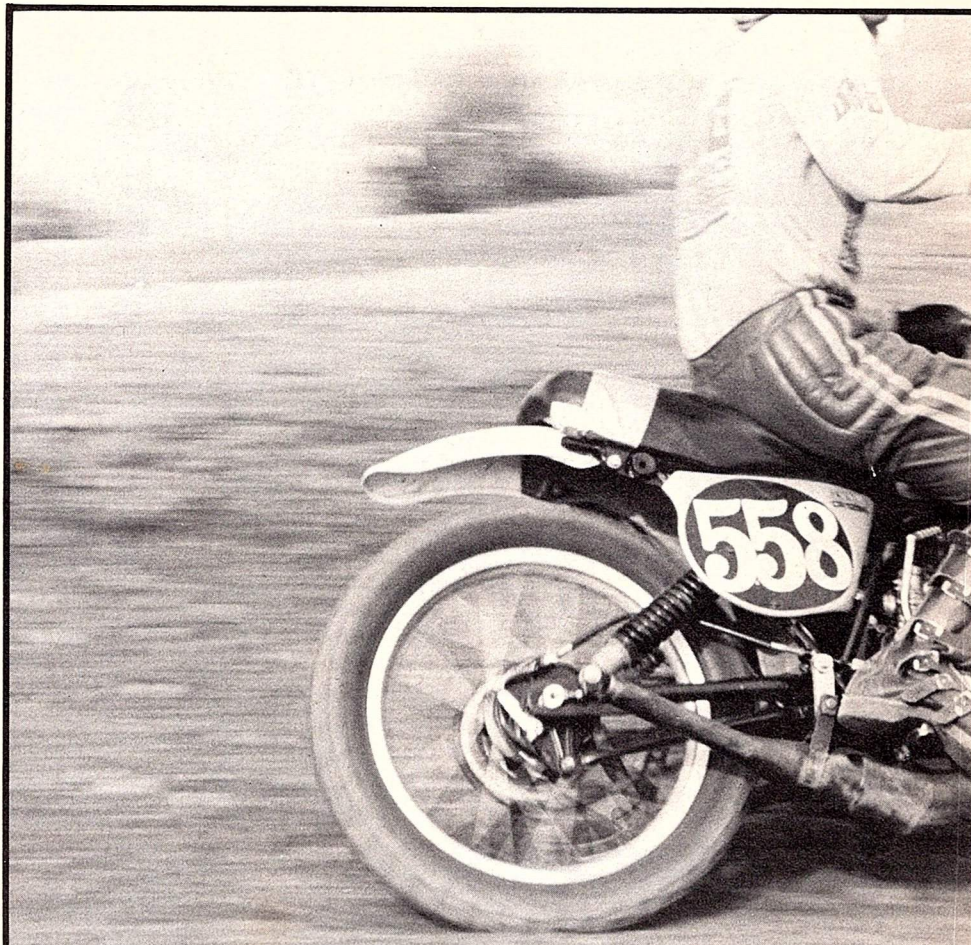
It's an easy modification, and like anything you'd really like to have, it takes mucho dollars to own. You'll have to make up your own mind if you think you need it. Depending on what type of bike you own, you're going to fork over in the vicinity of \$185 — which is allowing for shocks at \$50. The kit itself retails at \$109.95 for the CR125 that we used for our test. It includes a complete swingarm assembly made from 4130 chrome moly tubing. It's fitted with bronze bushings that are precision honed. It also includes the top assembly mounting brackets.

The top kit can be had separately for \$26.95. It enables you to lay down the shocks at a 45-degree angle using your stock swingarm and a shock absorber between 11.75 to 12.0 inches. D&G recommends Konis or the new Boges. They also sell the Boges.

In my opinion, you should have a gas-type shock for a laydown type suspension because of the possible aeration of the shock fluid at such an extreme angle. You can get away with using a non-gas-type shock, but the hot setup is gas or air.

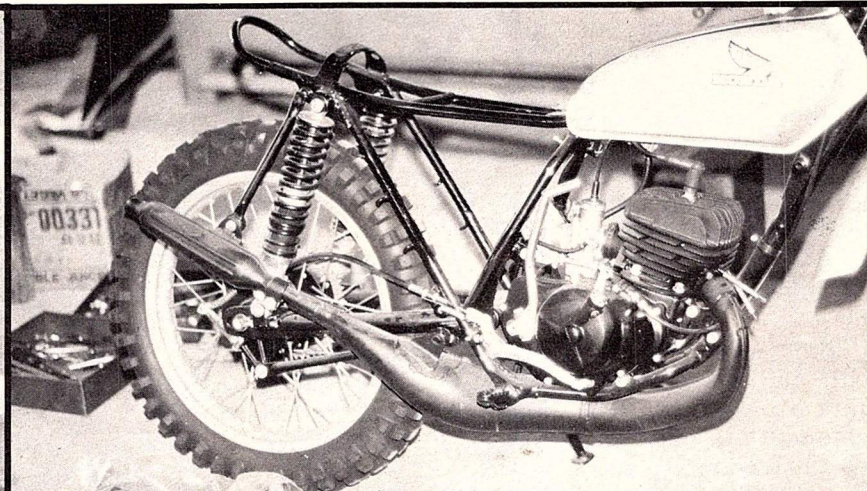
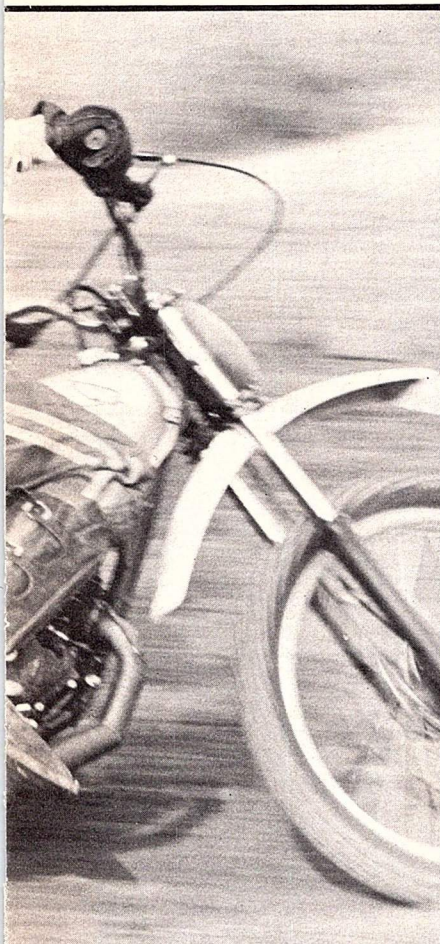
The workmanship of the kit is first-rate. Profab builds the kit. They also build trick frames for many of the factory efforts, such as Yamaha's. Pete Wilkins is Profab. They know what they are doing and do it well.

As I see it, the only problem you could run into using the D&G laydown kit is in the welding. If you decide to purchase the kit and to save a few bucks by welding it yourself, then there is the possibility of your botching the job and your bike. The bracket and gussets that need to be welded





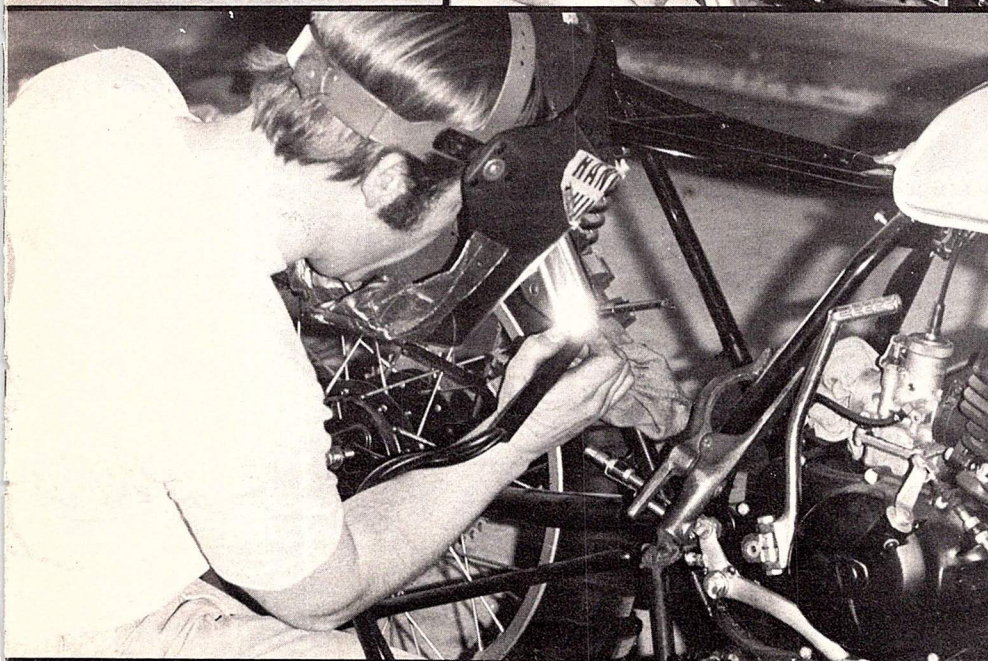
# REAR SUSPENSION KIT



2



3



4

1. A spiffy, shiny, new CR125 was test bike for the kit.

2. Remove the seat, pipe, rear fender and air cleaner assembly.

3. Mark Bahner of Profab has already cut off the top number plate hook. The little jig bolted in the stock shock position locates the shock bracket on each side. Eyeball the whole thing before you weld, because your bike may be bent a little and the jig is a locating fixture only.

4. Sand or file off all the paint in the area to be welded. I strongly recommend that only heliarc welding be used for the kit.

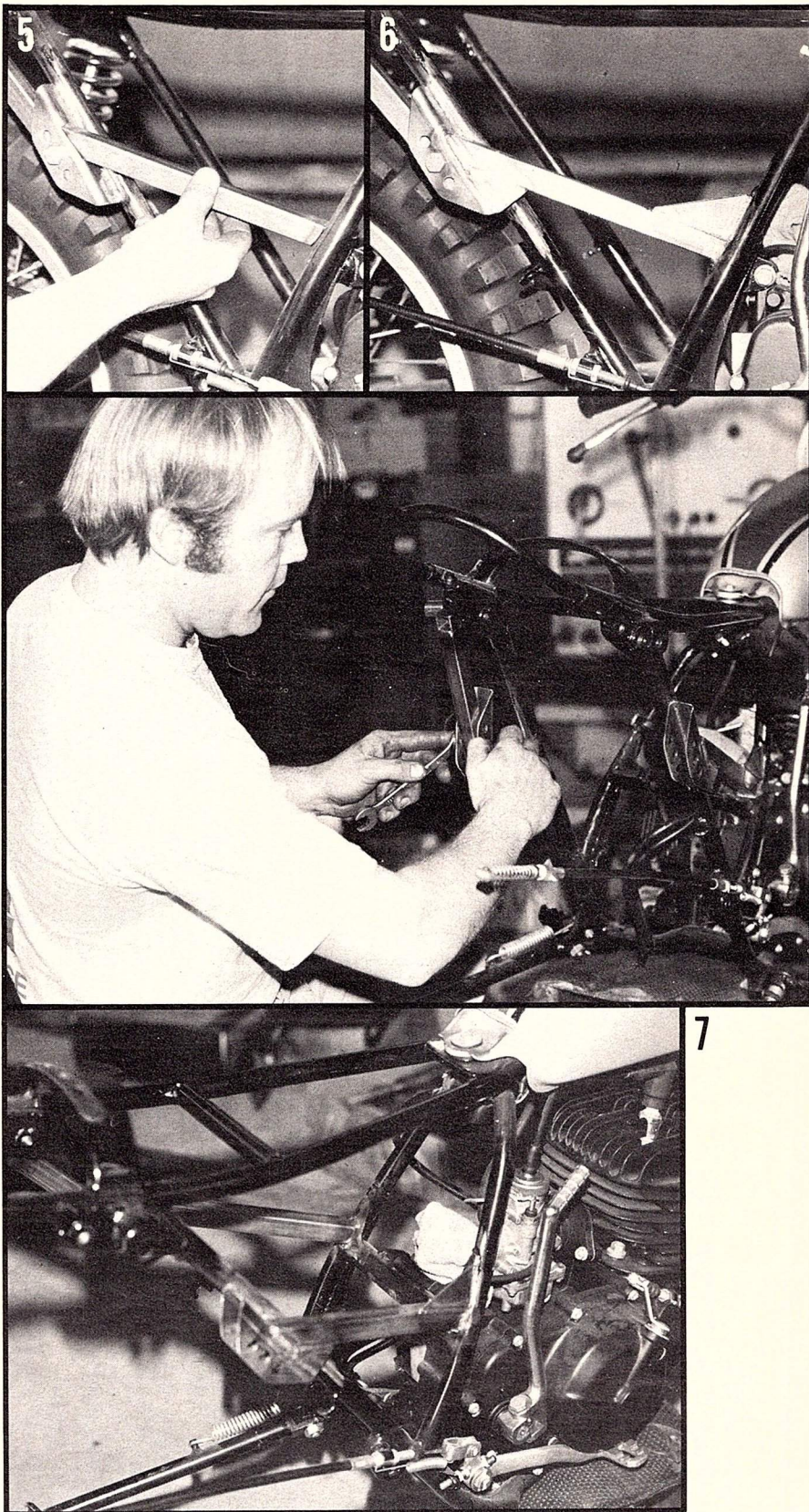


to the downtubes of your frame are standard sheet stock metal. The downtubes of most frames are pretty spindly in this area, and excess heat and a botched welding job will cause you some frame problems further down the road. The best thing you could do is find a shop with a heliarc welder and pop for a few extra dollars and let them do it. I allowed for about \$25 for this purpose when I figured the overall cost at the start of this article.

I liked the way the bike handled with the kit and have watched quite a few of the D&G units in competition. You gain about three inches more travel with the kit and still have no problem with clearance. This results in your swingarm being in a lower than stock position, but when sitting on the bike and preloading the shocks it's almost in the normal stock position.

There is no need for gusseting the swingarm when using the laydown-type suspension, because most of the stress is on the frame side of the shock absorber. I experienced a lack of full rear wheel adjustment because of the brake cable becoming too taut. Gary Harlow, the head honcho at D&G, said that they are going to move the brake stay arm locating tab back a half-inch to allow for more cable slack. I've used longer swingarms before on CR125s, and I've had to add a section to the brake stay arm or move the tab — allowing for the backing plate and the cable to rotate forward. The only other fault I found with the kit was that the top bracket shock bolt holes were American sized instead of metric. American bolts are included with the kit. A 10mm bolt doesn't quite fit, but it's nothing that filing can't cure.

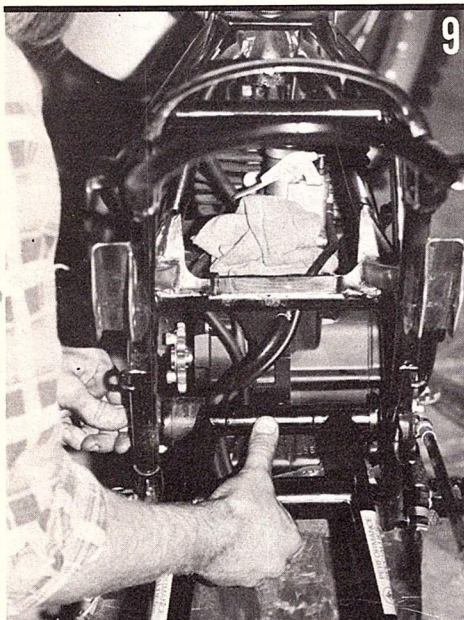
D&G has a new catalog with all kinds of little trick items that they handle, and although Gary didn't say how much it costs, he'd probably send you one for a buck. D&G Performance Specialties, 5552 La Palma Ave. East, Anaheim, California 92806; (714) 996-4430.



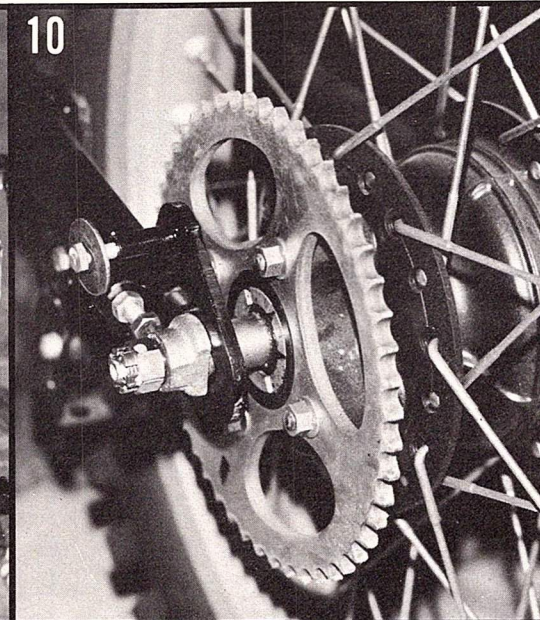
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# SUSPENSION KIT



9 10

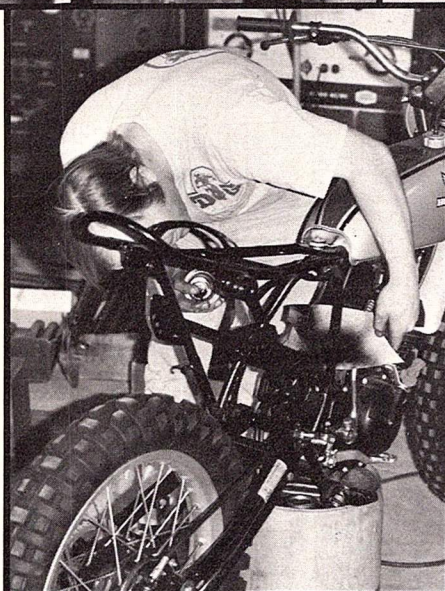


5. The bracket brace should locate in the middle of the shock mount and on the flat bar that is behind the rear motor mount.

6. Once the brace is welded in position the gussets that are supplied in the kit are welded in place. Remove the jig and repeat the procedure on the other side.

7. Since we were using the whole kit, Mark pulled off the swingarm before he fit the other side. It also makes it easier to complete the welds all around the brackets and gussets.

8. Check out the position of the brace on the left side before Mark completes the weld and adds the gusset.



12

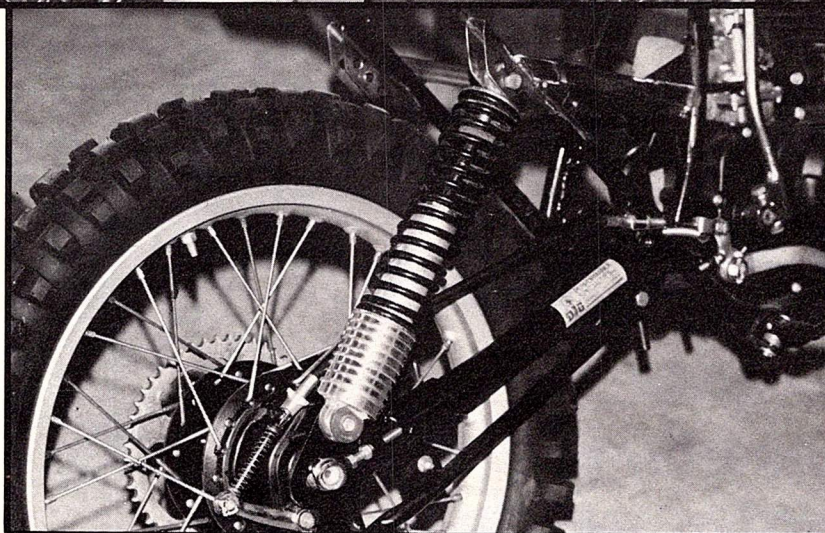
9. Before installing the axle in the new D&G swingarm, make sure the stock axle spacer is used. The stock end cups and rubber chain protector slip right on, but before you fit the axle swab a little white lube on the shaft.

10. The adjusters and small bolts with retaining washer come with the arm. The lower shock mount is a 12mm fit.

11. Jazz it up with a little glossy black and it's as pretty as new. I like to use Krylon paint because it dries fast and wears well. Standard Brands carries it.

12. The bracket is .930-inch wide and is made for Konis, Boges, etc. Using stock shocks will necessitate washer spacers so that you don't compress the bracket. American bolts and nuts are included for the top bracket. If you go with the whole D&G kit you'll need 13-inch shocks to make everything work right. If you opt for Boges, start with a 90-pound spring.

11



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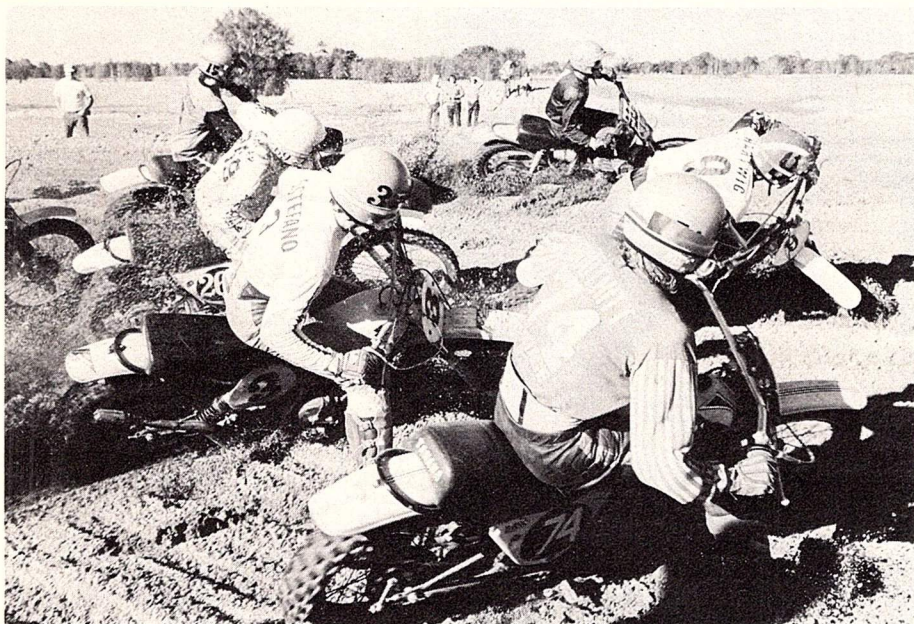
13. Finis . . . except for putting back all the necessities. I trimmed my number plate to fit over the bracket. I then drilled another hole in the plate and relocated the rubber band so that it would be taut on the lower mounting hook. Worked fine!



*Although slightly down on power, Grossi still got decisive holeshots when it counted.*



*Team Indestructible. Keith McCarty, Tony D. and the RN Suzuki, Brian Lunniss, Grossi and the RH250.*

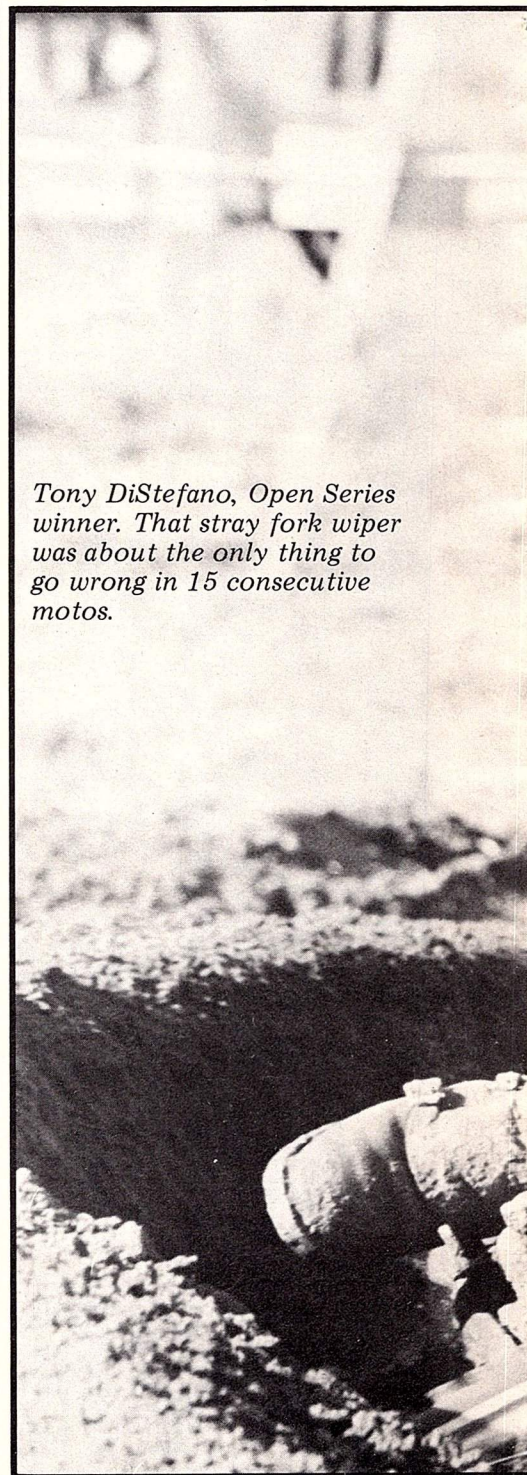


*The deep Florida sand made for some unusual cornering techniques.*

# COMPETITION FLORIDA WINTER-AM

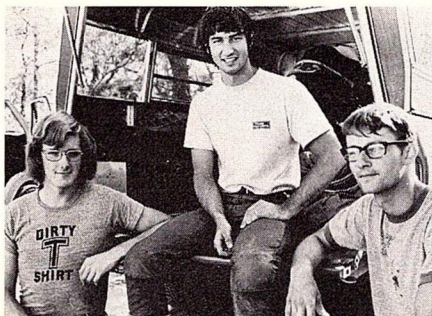
***Nuts to the AMA. Suzuki  
cleans house in the  
winter sunshine.***

*Tony DiStefano, Open Series  
winner. That stray fork wiper  
was about the only thing to  
go wrong in 15 consecutive  
motos.*





*Mike Hartwig and crew. Working out of the back of a pickup truck isn't exactly high-rolling factory racing, but it didn't slow him down any.*



#### By JIM GIANATIS

Tony DiStefano, overall Open class champion of the 5th Annual Florida Winter-Am Motocross Series, summed it all up. "Even though the AMA asked us not to support the Series, I would have come to Florida anyway to race, to get in shape and learn the feel of the bikes. We'll have new bikes for the Nationals, and so we should be really ready then."

Along with his new 250 class teammate Billy Grossi, Tony had started off the 1975 season in fine style by giving U.S. Suzuki its

second consecutive championship in both classes of the Florida Series.

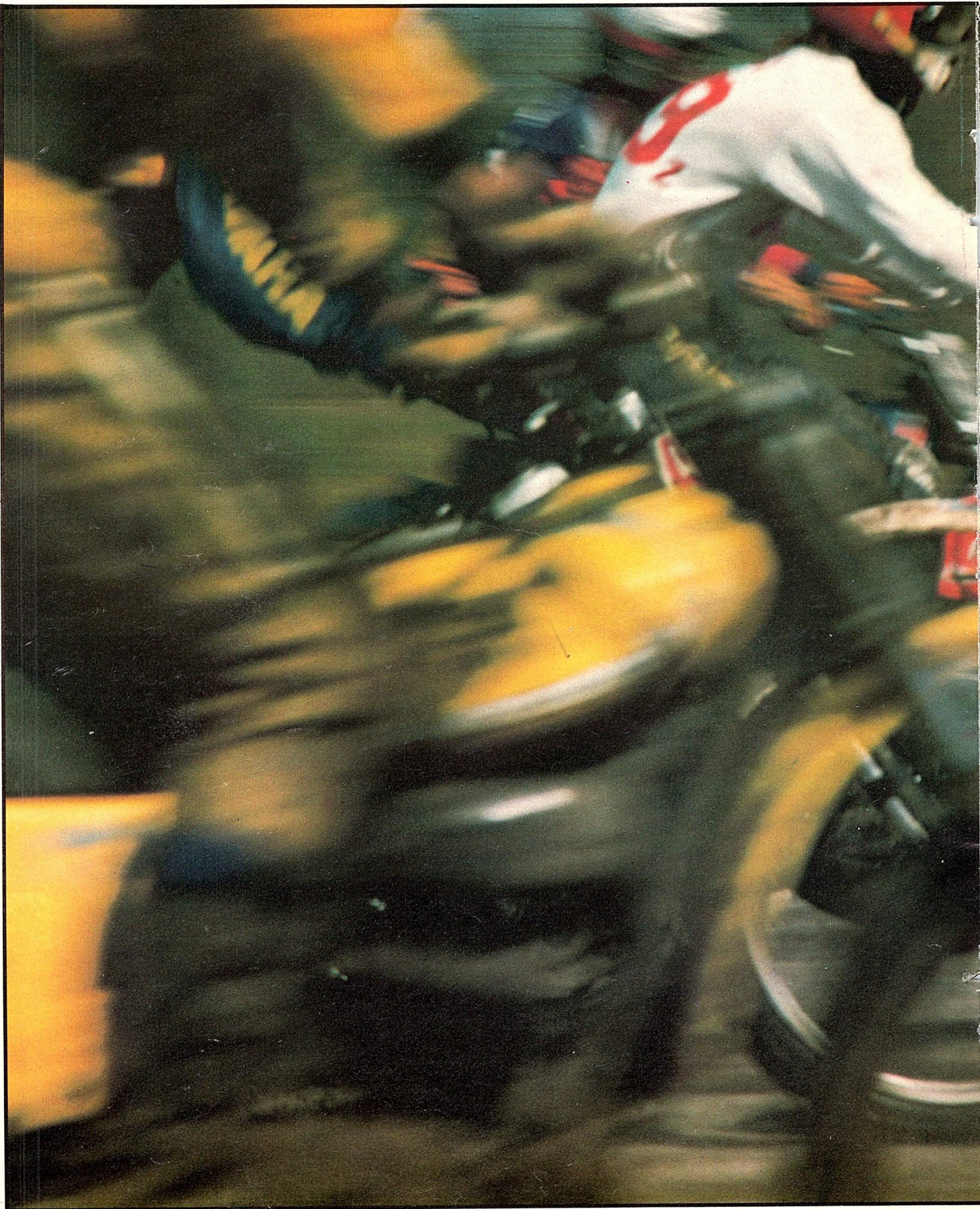
Despite the fact that this year the Florida Winter-Am Professional Motocross Series wasn't AMA-sanctioned, no one lost out except perhaps the AMA. At the last moment the AMA had sanctioned the Yamaha Super Series race at Dallas, Texas, in conflict with the final race in the Florida Series at Orlando. The AMA figured the Florida Series promoters would cancel the final





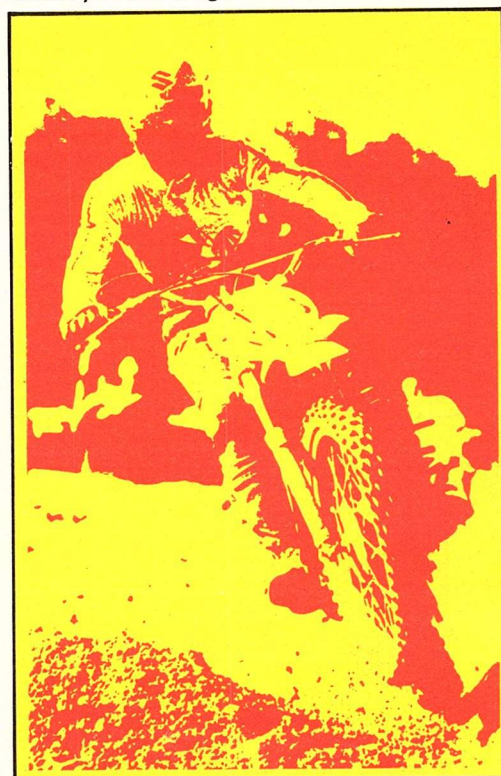
# FLORIDA WINTER-AM

color by Paul Boudreau





*250 Series winner Billy Grossi. An overnight plane trip from Dallas to Orlando clinched the series for the Sugar Bear.*



Series race at Orlando, but instead the Series promoters told the AMA they could get along without a sanction quite well. Besides keeping their six-race Series intact, the promoters got to keep thousands of dollars in sign-up fees which normally would have gone to the AMA. Only the Amateur race Series on Saturdays for the Husqvarna-sponsored Amateur State Championship retained its AMA sanction.

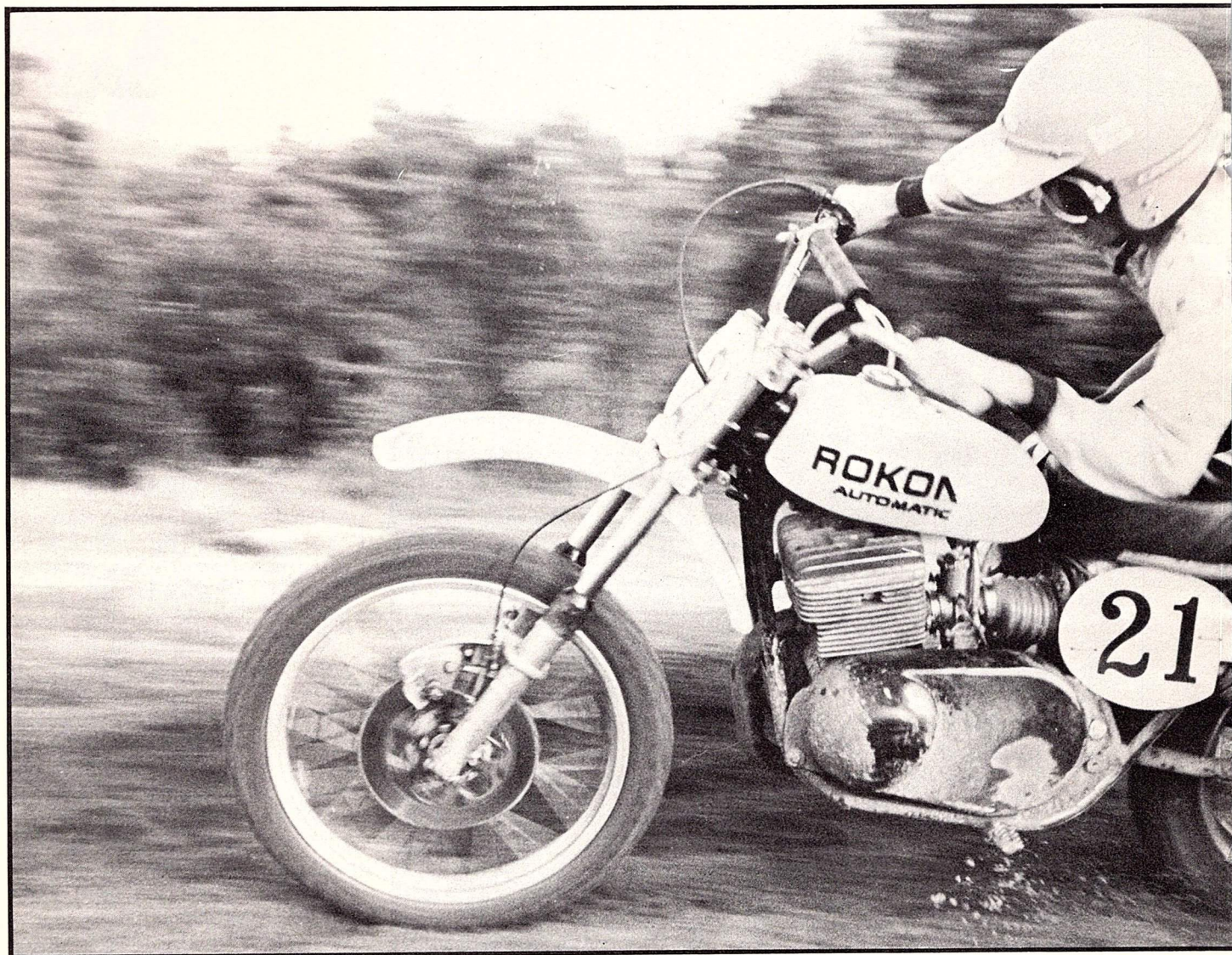
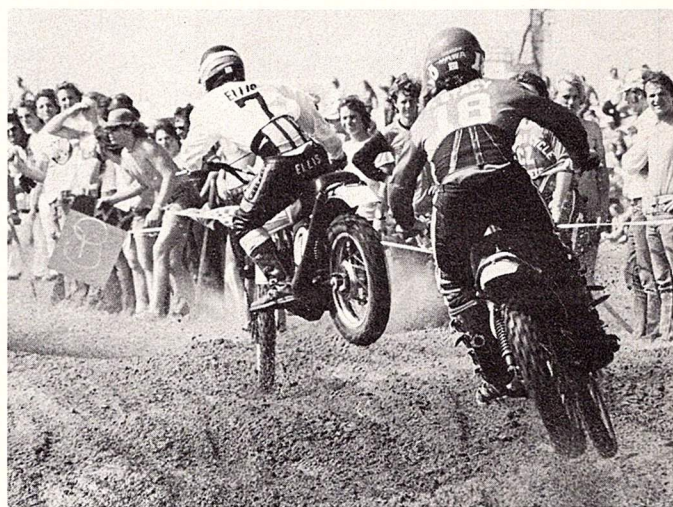
This year's Series was once again an excellently run program of races at the best tracks in Florida. Florida tracks are the most physically demanding in the country, guaranteed to get your bike out of shape and your body in shape very quickly. The Series has traditionally served as the place to get conditioned for the upcoming Nationals after the two-month layoff from the Trans-AMA Series.

Incentive for this year's Series was provided by a \$3000 purse at each race, paid out per moto and overall. Contingencies were provided by folks like Bel-Ray, Norstar and various bike



*Mike Kessler (65), Mike LaRoque (117), John Joyner (141), Dave Clemence (56) and Bob Rutter (77). These guys showed considerable class against the factory big guns. Kessler's second at Orlando was no fluke.*

*Ellis, despite a strangely handling Can-Am 250, was blazing fast at Jacksonville. He survived a giant crash in the last moto to take the overall away from Grossi.*

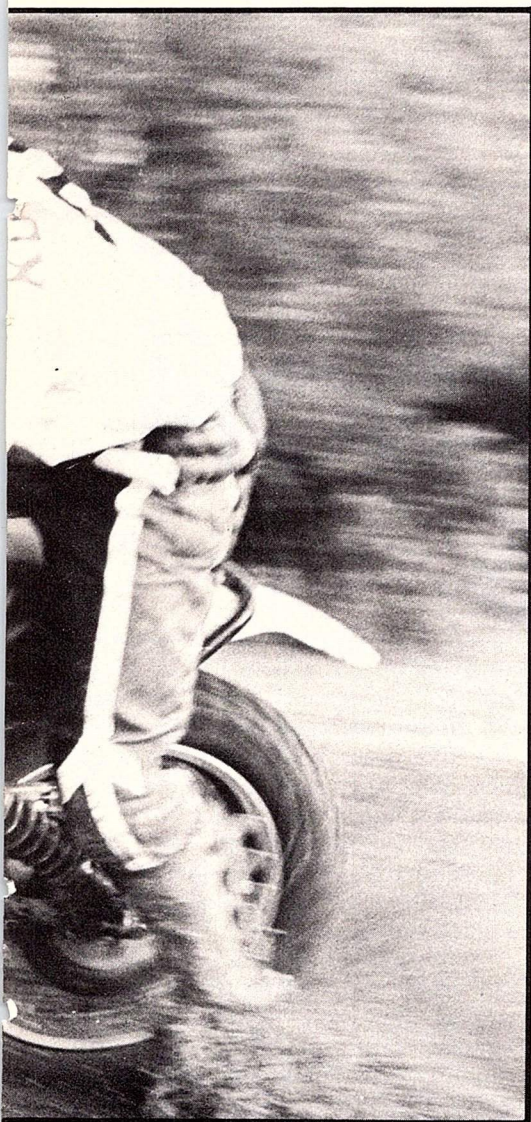


# FLORIDA WINTER-AM





*When Hartwig was running, he was unbeatable. When he broke, however, it was obviously a different story.*



*Keeping the leaders on their toes and giving DiStefano fits the whole series was Don Kudalski on the disc-brake, 340 Rokon Automatic.*

## THE 5TH ANNUAL FLORIDA WINTER-AM MOTOCROSS SERIES

### RESULTS

OCALA, FLORIDA, January 26

- 250cc:  
1. Billy Grossi (1, 1, 1) .....Suz  
2. Frank Stacy (4, 3, 7) .....CZ  
3. Mike LaRoque (7, 4, 5) .....Hus  
4. Monte McCoy (6, 9, 3) .....Yam  
5. David Clemence (3, 13, 6) .....Bul

- Open:  
1. Mike Hartwig (1, 4, 1) .....Hus  
2. Johnny Borders (3, 1, 3) .....Bul  
3. Don Kudalski (2, 11, 2) .....Rok  
4. Tony DiStefano (10, 2, 4) .....Suz  
5. Dan Farley (4, 5, 8) .....Hus

HIALEAH, FLORIDA, February 2

- 250cc:  
1. John Joyner (4, 3, 1) .....Hus  
2. Frank Stacy (3, 5, 4) .....CZ  
3. Kent Howerton (13, 4, 3) .....Hus  
4. Billy Grossi (1, 1, 19) .....Suz  
5. Tony Wynn (9, 7, 7) .....Bul

- Open:  
1. Tony DiStefano (2, 1, 2) .....Suz  
2. Barry Higgins (3, 2, 3) .....Mai  
3. Bob Taylor (10, 5, 5) .....Hus  
4. Dan Farley (7, 7) .....Hus  
5. John Calathes (6, 4, 11) .....Mai

GAINESVILLE, FLORIDA, February 9

- 250cc:  
1. Billy Grossi (1, 1, 1) .....Suz  
2. Ron Pomeroy (2, 2, 4) .....Bul  
3. Frank Stacy (4, 4, 3) .....CZ  
4. Kent Howerton (5, 6, 2) .....Hus  
5. John Joyner (6, 5, 5) .....Hus

- Open:  
1. Tony DiStefano (1, 1, 1) .....Suz  
2. Gary Chaplin (3, 2, 4) .....CZ  
3. Mike Runyard (9, 4, 2) .....Hus  
4. Chris Douthitt (4, 6, 5) .....Yam  
5. Bob Harris (5, 5, 7) .....CZ

ST. PETERSBURG, FLORIDA, February 16

- 250cc:  
1. Karl Taylor (2, 7, 5) .....Yam  
2. Jimmy Ellis (9, 3, 3) .....C-A  
3. Frank Stacy (6, 8, 2) .....CZ  
4. Ron Huffman (4, 6, 9) .....Pen  
5. John Joyner (3, 16, 4) .....Hus

- Open:  
1. Don Kudalski (3, 1, 3) .....Rok  
2. Bob Harris (4, 2, 4) .....CZ  
3. Tony DiStefano (2, 9, 2) .....Suz  
4. Gary Chaplin (7, 3, 5) .....CZ  
5. Barry Higgins (5, 4, 7) .....Mai

JACKSONVILLE, FLORIDA, February 23

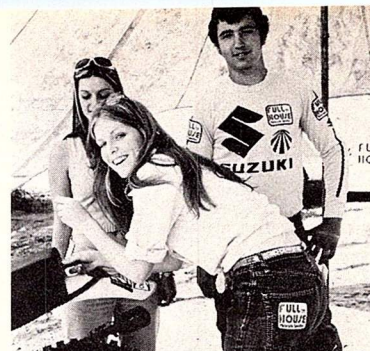
- 250cc:  
1. Jimmy Ellis (2, 1, 2) .....C-A  
2. Billy Grossi (1, 4, 1) .....Suz  
3. Mike Kessler (3, 2, 3) .....Yam  
4. Frank Stacy (4, 6, 4) .....CZ  
5. John Joyner (5, 5, 6) .....Hus

- Open:  
1. Mike Hartwig (1, 1, 1) .....Hus  
2. Tony DiStefano (2, 2, 3) .....Suz  
3. Dan Farley (6, 3, 4) .....Hus  
4. Barry Higgins (4, 4, 6) .....Mai  
5. Mitch Mayes (5, 7, 5) .....Hus

ORLANDO, FLORIDA, March 2

- 250cc:  
1. Billy Grossi (1, 2, 1) .....Suz  
2. Mike Kessler (3, 1, 4) .....Yam  
3. Mike LaRoque (5, 4, 3) .....Hus  
4. Ron Huffman (6, 5, 5) .....Pen  
5. Frank Stacy (2, 3, 22) .....CZ

- Open:  
1. Don Kudalski (1, 1, 1) .....Rok  
2. Mitch Mayes (6, 2, 3) .....Hus  
3. Barry Higgins (2, 5, 5) .....Mai  
4. Stan Greer (7, 6, 9) .....Mai  
5. John Calathes (5, 10, 10) .....Mai



*Many Florida ladies were on hand to lend assistance and make the guys feel at home. Jan stitches up Tony's rear end after Tony stitched up hers.*

### OVERALL SERIES RESULTS

- 250cc:  
1. Billy Grossi, Santa Cruz, CA ..... Suzuki  
2. Frank Stacy, Zoar Valley, NY ..... CZ  
3. John Joyner, Plant City, FL ..... Husqvarna  
4. Mike LaRoque, Casselberry, FL ..... Husqvarna  
5. Jimmy Ellis, Cobalt, CT ..... Can-Am  
6. Mike Kessler, Farmingdale, NJ ..... Yamaha  
7. Ron Huffman, St. Petersburg, FL ..... Penton  
8. Dave Clemence, Johnstown, RI ..... Bultaco  
9. Kent Howerton, San Antonio, TX ..... Husqvarna  
10. Karl Taylor, Lake Park, FL ..... Yamaha

- Open:  
1. Tony DiStefano, Morrisville, PA ..... Suzuki  
2. Don Kudalski, Coral Springs, FL ..... Rokon  
3. Barry Higgins, Atlanta, GA ..... Maico  
4. Mike Hartwig, Hadley, MI ..... Husqvarna  
5. Bob Harris, Windsor, NY ..... CZ  
6. Dan Farley, Orlando, FL ..... Husqvarna  
7. Gary Chaplin, Atlanta, GA ..... CZ  
8. Dave Bettencourt, West Bridgewater, MA ..... Bultaco  
9. Mitch Mayes, Palmdale, CA ..... Husqvarna  
10. Stan Greer, Gladwin, MI ..... Maico

### FLORIDA STATE AMATEUR SERIES CHAMPIONS

- Mini: John Olten ..... Yam  
125cc: Steve Ellis ..... Hon  
250cc: Kirt Lynch ..... Hus  
Open: Neil McCormick ..... Mai

distributors. The manufacturers like Bultaco, CZ, Husqvarna, Can-Am, Maico, Rokon and Suzuki who fielded their factory riders in this year's Series against the AMA's monopolistic warning not to deserve much credit. Series like the NML Winterinternationals and the Florida Winter-Am Series need the support of manufacturers if the sport of motocross is to continue to grow in the United States. An average turnout per weekend of between 300 and 400 Amateur and Professional riders from across the U.S. obviously proves that there is a very strong need for wintertime racing in Florida when activities around the rest of the country have slowed down.

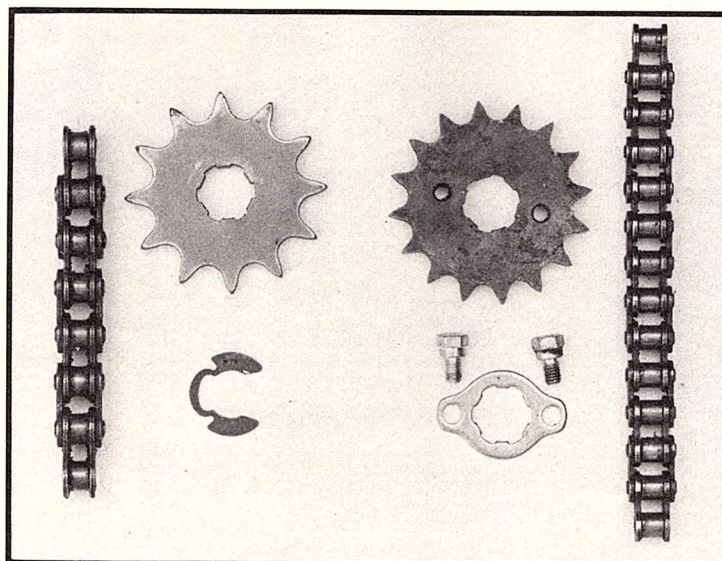
### 250 PROFESSIONAL CLASS

Billy Grossi dominated the 250 class of the Series right from the opening round at Ocala Cycle Park. The only other rider in the class capable of shooting down the new Suzuki pilot was Husqvarna's Trans-AMA Support class star Kent Howerton, but Kent never survived the first moto of that

*continued on page 64*



## PRODUCT EVALUATION



*The countershaft sprocket on the left is CT-A's steel accessory sprocket for the CR125 or 250 Honda. The stock small chain sprocket on the right is 16-tooth in comparison to the 12, yet both are the same diameter.*

By Dick Miller

# CT ALLOY CHAIN CONVERSION FOR CR125

Most motocross bikes have as standard equipment a drive chain that is 5/8-inch pitch. This means that the distance between the centers of a pair of pins or rollers in the chain is 5/8 of an inch. The most frequent width of this chain in motocross application is 1/4-inch, which is the width of the roller.

When dealing with most of the Japanese brands of bikes a number is used for the size of chain. The 5/8 x 1/4 chain is called 520, while a 1/2 x 5/16 chain is numbered 428. The 428 size chain comes as standard equipment on quite a few of the 125s. The reasoning is that a 125 doesn't need a chain as strong as a larger displacement bike, and —

probably the main reason — it's cheaper.

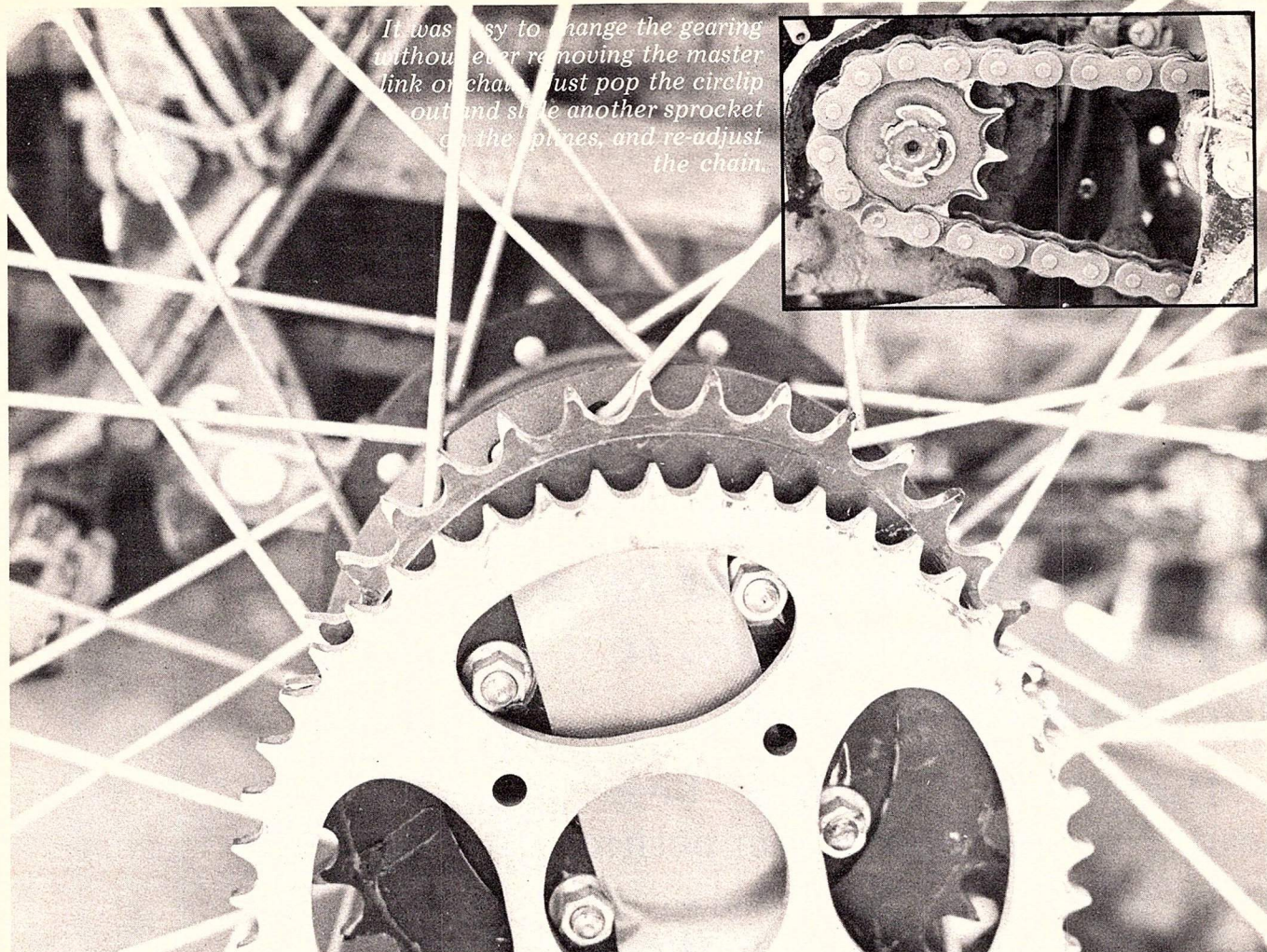
The CR125 is not like most 125s, as you're probably already aware. It still dominates the class and is capable of beating larger displacement bikes on a head-to-head basis. Therefore, it stands to reason that if it is putting out enough horsepower to beat bikes that are running a larger size chain, then this chain should be considered as a performance option. Your wallet should be considered also, because a conversion involves two sprockets and chain. A worn sprocket will ruin a chain, and vice versa, so if you've worn either, now is the time to move up to a larger size.

I have been running this

conversion for the last few off-road races, and did so because of chain breakage problems with the 428 size. It cost us a win in last year's Parker 400 — which would have paid for a few hundred conversions. In the subsequent races and the recent Mint 400 I haven't had a hint of a chain problem.

I chose to use a CT Alloy sprocket, and I asked them if they would make me up a couple of special rear sprockets for this chain size. CT Alloy hardens their alloy sprockets after they are machined, and the result is a super-strong, reliable sprocket that will last. They now have a kit for this conversion which includes, if you want it, a countershaft





## ***Honda's little powerhouse is too much for its little drive chain, especially if you're running different suspension***

*CT Alloy's sprocket for the big chain is mounted on the wheel. The small tooth alloy sprocket in front is the optional Honda part.*


sprocket. The standard 250 Elsinore sprocket will work also, but there is a limit on the available tooth-size. The CT Alloy countershaft sprocket comes with a circlip as a retainer instead of the bolt method which is standard on Hondas. It really makes it easy to change sprockets, and presented us with no problems in a tough, 400-mile race.

In talking to Niles Dally of Daido Corp. (D.I.D.), he mentioned that they found in their testing that the modified CR125s exceeded the tensile strength limits of the 428 chain, and that they have been trying to convince Honda to switch to the 520. The figures in the table will explain the differences, and they

are great. You might notice that there is a difference between their "TM" type and Standard. There is a difference in price also. It's not cheap stuff!

In the Mint race I used Whitney's "Chain Gang" brand with CT Alloy's sprocket conversion, with an end result of our having to adjust the chain once. Even this was more of a precautionary measure and was done on the last lap to ensure our finishing position. As it turned out, the little CR beat a lot of big bikes and ended up eighth overall and first 125. Gunnar Lindstrom shared the riding and he was impressed with the performance of our bike. I was impressed and pleased, with the bike and

Gunnar. The Mint race is as tough on equipment as any motocross, so if it worked for us it'll work for you.

If you want info on CT Alloy's sprockets, write them at 1730 W. Winton Ave., Hayward, California 94545. Whitney Chain Division is at 237 Hamilton St., Hartford, Connecticut 06102. Daido Corp., 885 Centennial Ave., Piscataway, New Jersey 08854. 

Chain Number	Chain Size	Chain Type	Average Tensile Strength
428	1/2 x 5/16	Std.	4200
428	1/2 x 5/16	TM	4300
520	5/8 x 1/4	Std.	6100
520	5/8 x 1/4	TM	6400

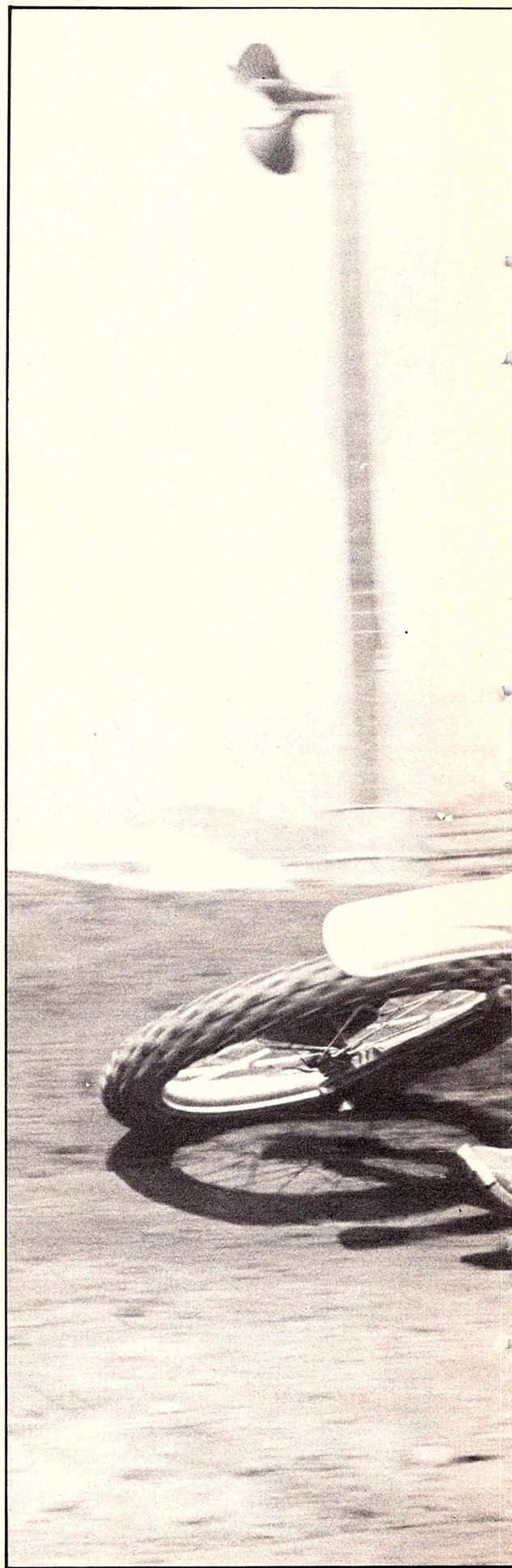


## RACE TEST

***The Mikkola Replica is the only production unit specifically designed for a laydown suspension. It makes a difference.***

Husqvarna has long been a leader in motocross competition, especially in the 500cc class. Until a few years ago they were the bike to beat and the odds-on favorite to take the World Championship. That was before Roger DeCoster and his potent Suzuki. When Husky's open bikes began to lose their competitive edge, the factory had to make some changes that deviated drastically from their established procedures.

Until 1971, you were able to buy a bike from Husky that was as close as you can get to a works replica. The only differences between the Husky you bought from your dealer and Bengt Aberg's bike were the personal preferences of the rider and a





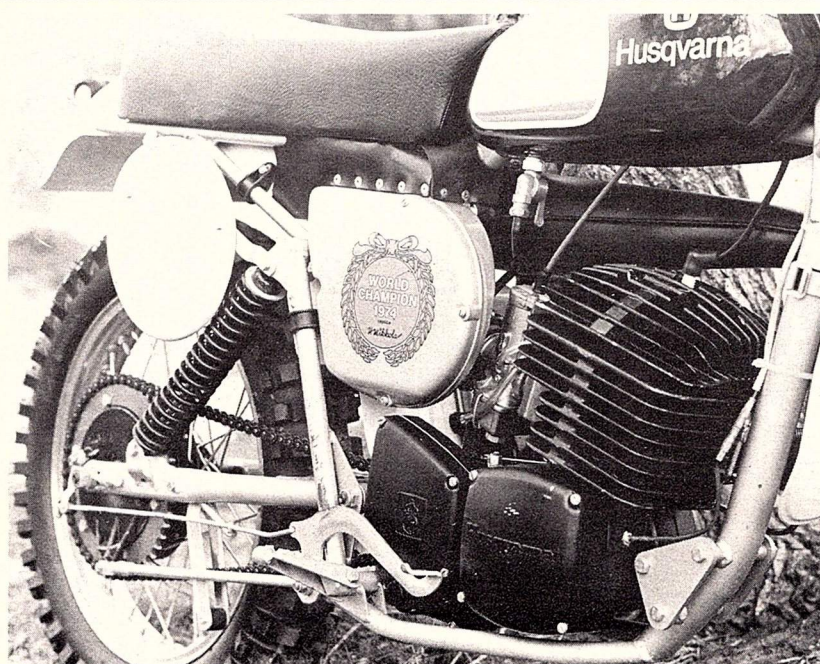
# HUSQVARNA 360 CR



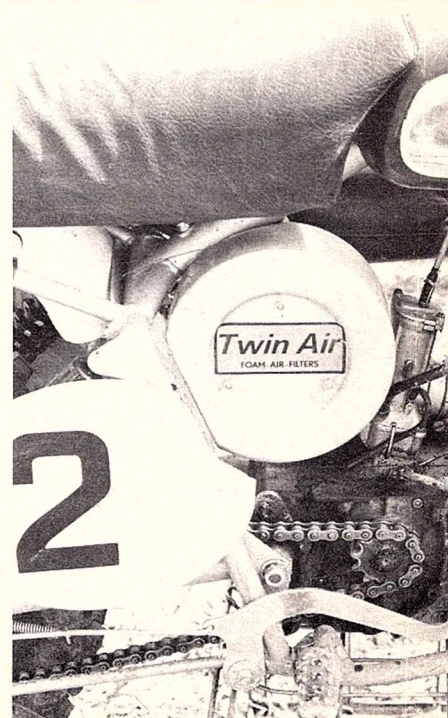




*Brad's bike . . .*



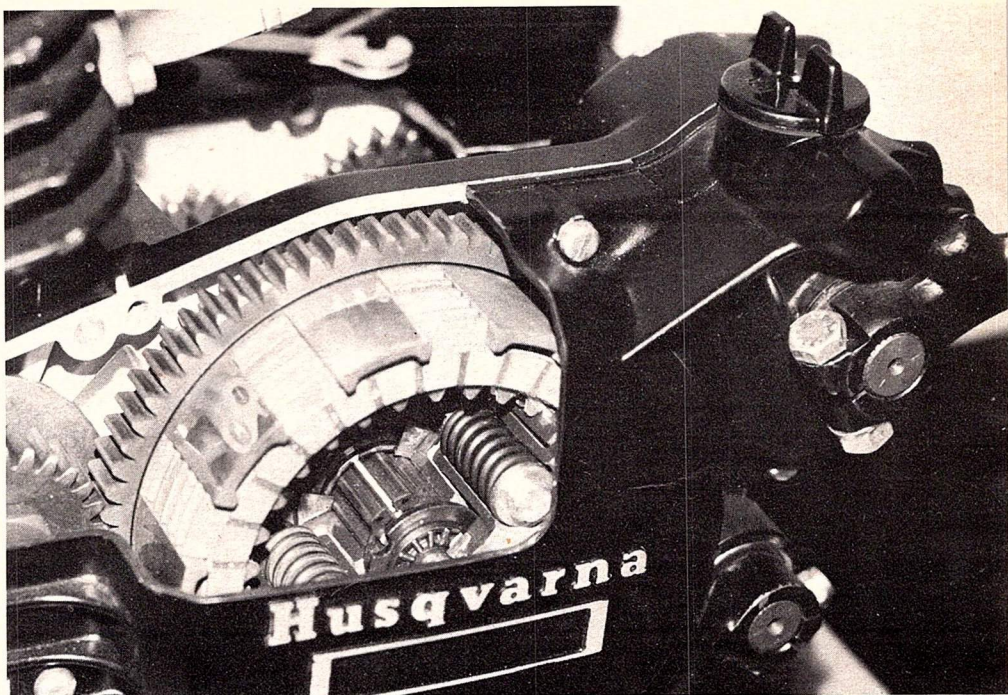
*Our test bike . . .*



*Heikki's bike . . .*



# HUSQVARNA



*Circlip holds light alloy clutch assembly on splined shaft.*

discerning touch with a porting tool. Roger's Suzuki was not available at your local dealer, but it was stomping the hell out of Husky in the GPs. Grand Prix competition was becoming very exotic, and very, very competitive. No longer could you buy the same bike from your dealer which was being raced on the GP circuit. CZ, Maico and all the European manufacturers knew that to stay competitive they would have to campaign "specials." In Husqvarna's case it was a hard decision, because they felt that to be competitive in the consumer market they should race what they sold. They didn't, and have suffered in sales because of it.

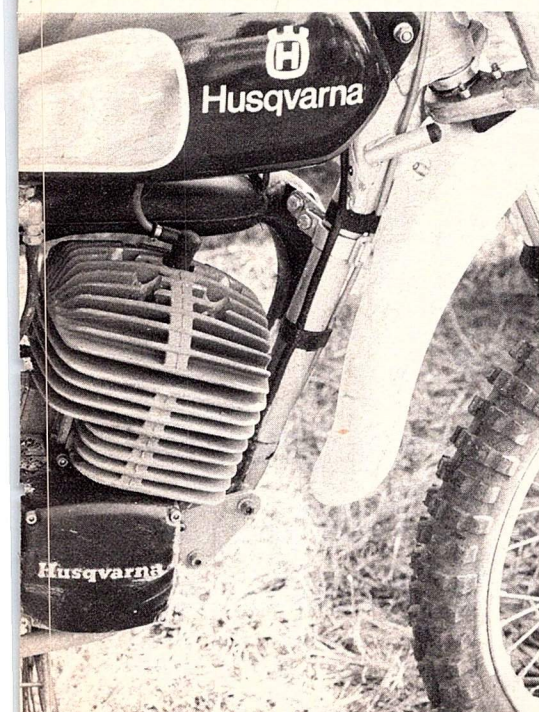
Husky was ready when Heikki Mikkola brought them home the spoils of a World Championship once again. Their introduction of the Heikki Mikkola Replica took them back to their original concept of selling what they raced. Is the 360CR really like what Heikki races, you ask? Well, we're here to tell you it's close, in fact as close as you or I are going to get. The differences are minor. The new Husqvarna 360CR has the same basic chassis and engine as the bike that won the 1974

World Championship. The only thing that would prevent you from duplicating Heikki's feat is the position of your right hand on the throttle.

Speaking about your right hand, let's find out what it's like to ride the 360CR.

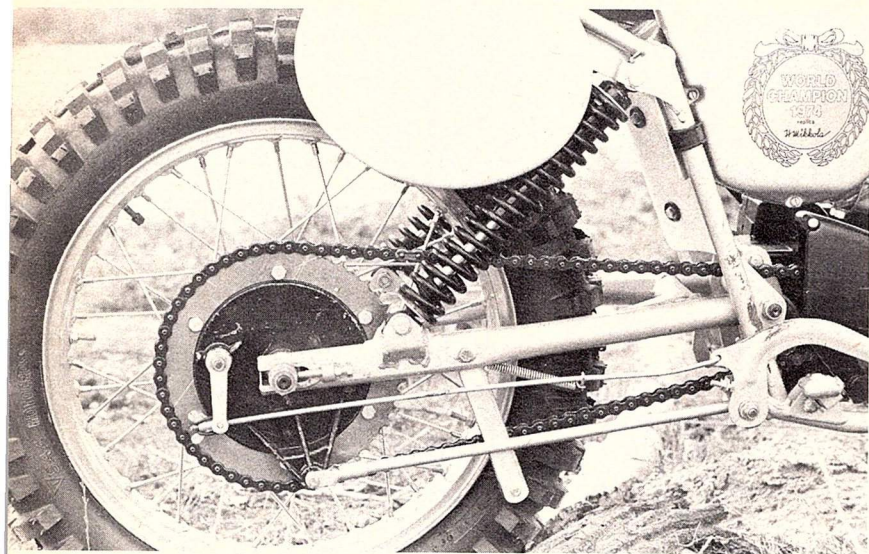
## HANDLING

It's different! The more you ride it, the more you are going to like it. You'll find, just like we did, that in order to really enjoy what this bike does, you're going to have to go fast. The faster you ride, the better the bike is. It's as simple as that. The Husqvarna people had thought a lot about releasing a bike like their factory racers. They wondered if their market could handle the capabilities of a bike such as this. Most of us won't admit to our incapacities; we will purchase something beyond our skill. We would discourage the *average* novice rider from buying a 360CR. When we said that you have to go fast to race this bike, we meant it. This is a serious racer. You won't like it if you have to go slow — unless you go *real* slow, then it wouldn't make any difference.





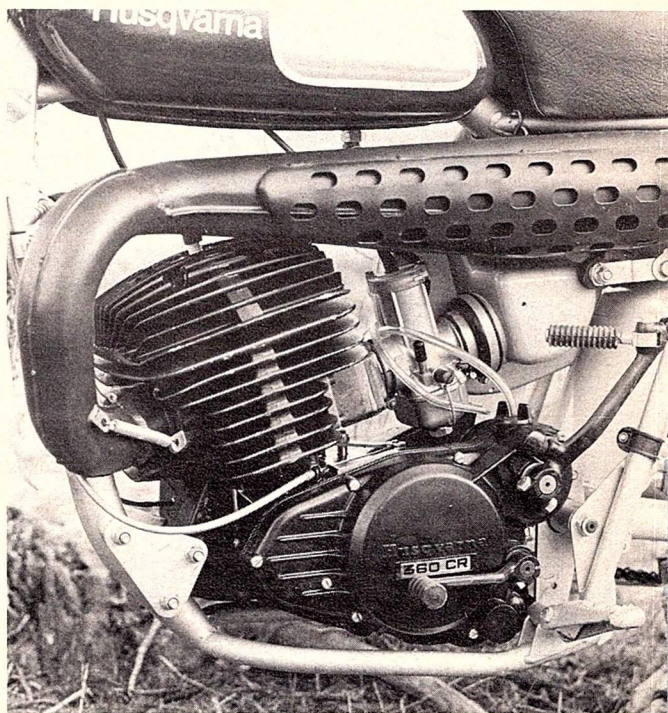
*This frame was designed to accommodate the Husqvarna laydown-type suspension. The gas Girlings are excellent. The long spring is exclusive to Husky.*



*The front end is on the light side of a 99/121-pound weight bias.*



*Check out Heikki's position on the bike as he pushes into a right-hander.*

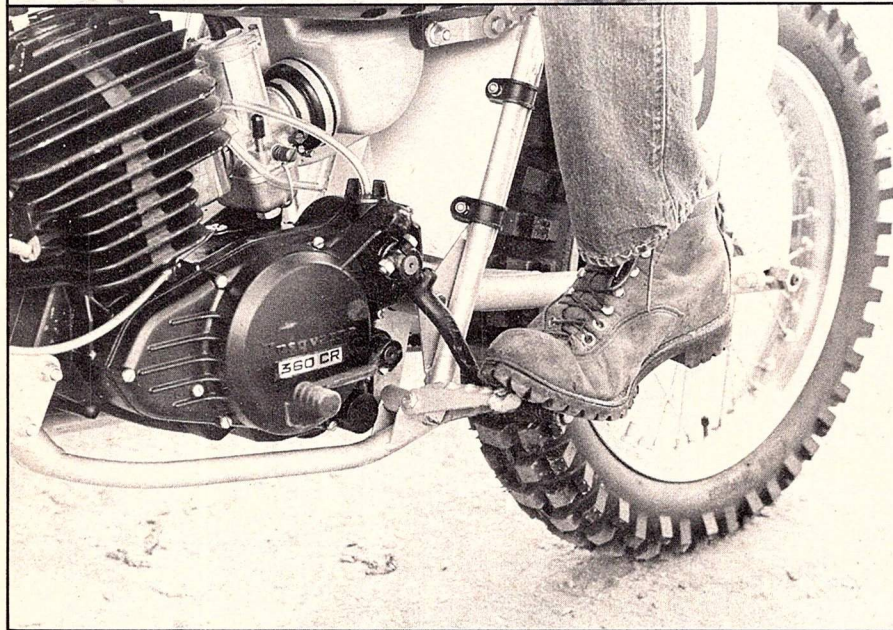
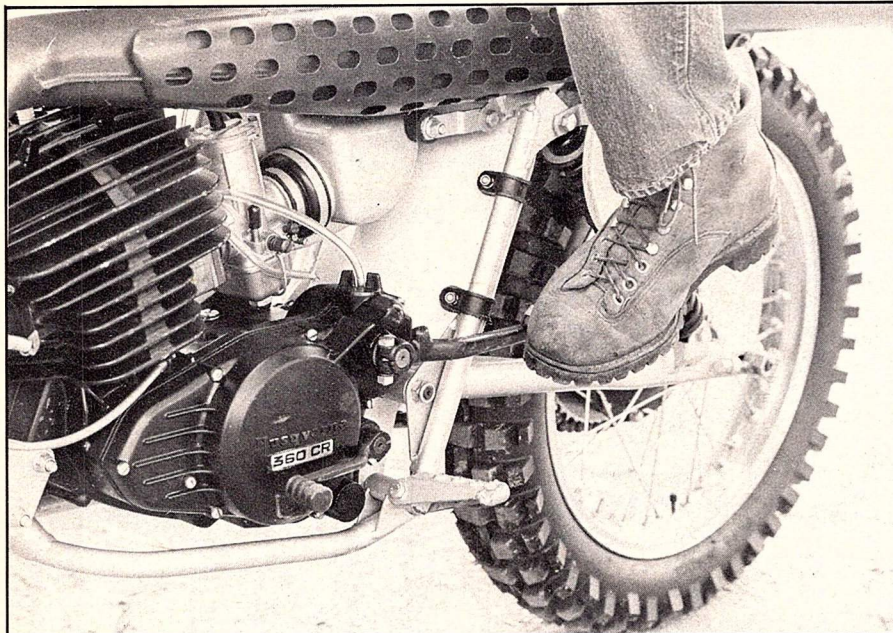


*Magnesium crankcase and covers. Radial head. Reed valve with 36mm Bing. Neat air cleaner that's water resistant with standard Twin Air filter.*



# HUSQVARNA

*Al's foot is at the start of the compression stroke . . .*



*. . . and at the finish of the stroke. Using the flat of your boot will let your foot hit the peg sooner.*

*Baker said he'll sell ya a double lip seal that will replace the stock leakers and it fits the stanchion without modification.*



In a straight line, flat terrain, bumps, you name it — it's all the 360CR's element. There is nothing that this Husky dislikes when going straight. After a while you wish you never had to turn it, because you know that it goes through the bumps and whoops so well that nothing could beat you. You tend to become very overconfident, especially at speed. The back end of this bike works so well that you think the front end is lacking something. In fact, it is — in comparison.

The gas Girlings are specials exclusive to Husqvarna this year because of Husky's development work with the Girling factory. They are excellent shocks. The ride they gave never varied during our testing. Arne Kring told us during the Trans-AMA that he has been getting over 30 to 40 hours of GP racing using identical units. We know that Heikki ran them in some of the GPs, but we also know that he used other shocks as well. The main difference between the accessory Girlings and Husqvarna's Girlings are the special damping requirements and long spring required by Husky.

The forks have a full 7¼ inches of travel. They are all right, but could be better. They are outshone by the rear end's 7½-inch wheel travel. As in the past, the fork seals leak, only not as profusely. Standard procedure is to run the bike for a while until they get bad, then replace them with accessory units. We know that Heikki and some of the other factory racers have played with the damping of the Husky front end, but we couldn't come up with any conclusions.

You have to move around a lot on this bike to make it do what it's supposed to. We found that if you don't get your weight over the front end in a turn, it will plow. This is the only real fault we could find with the handling. Heikki and several other factory riders cut their triple clamps about 5—7mm, pulling the fork tubes closer to the bike and changing the trail. We also played with the fork stanchions and found that we liked them best 17mm above the top triple clamp. When we questioned some of the Husky

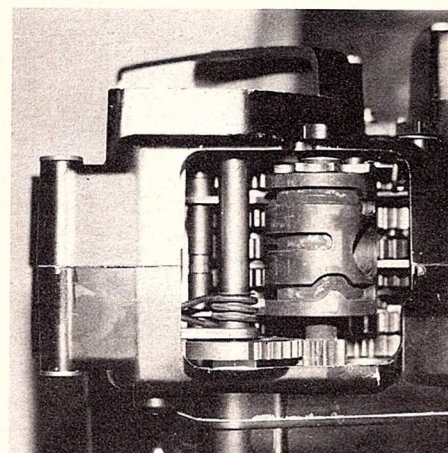
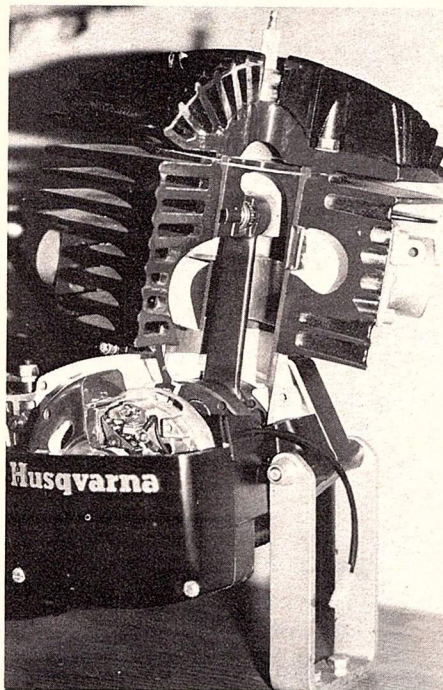
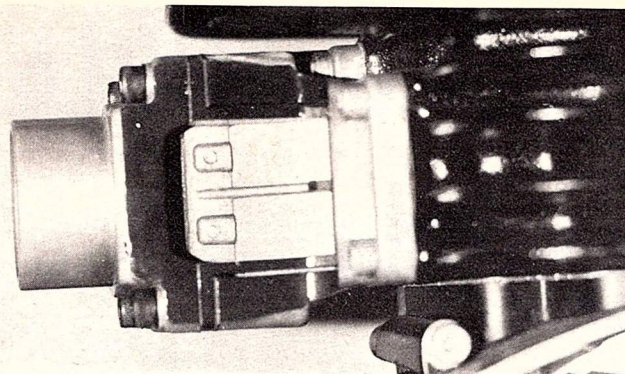
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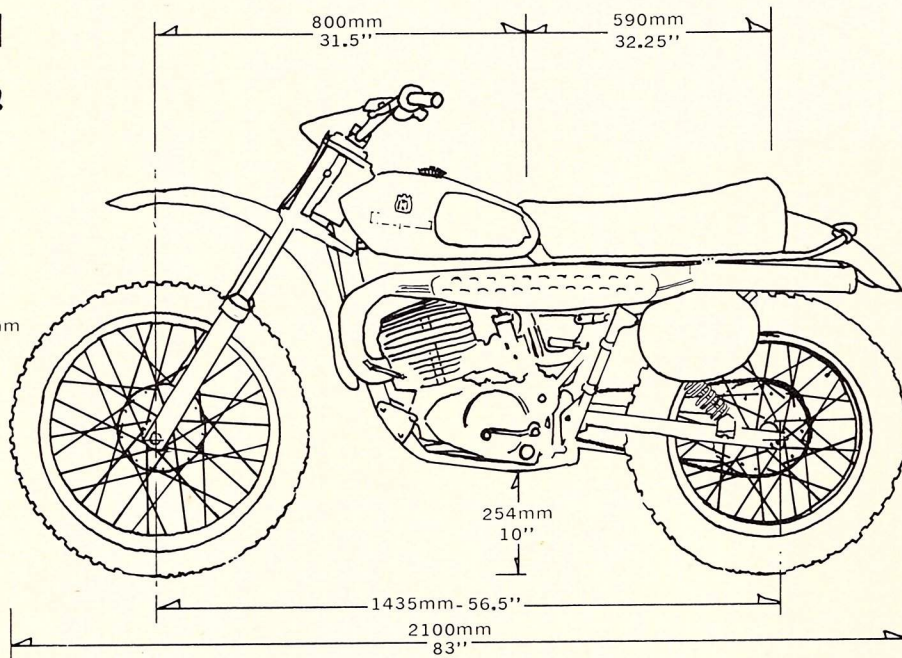
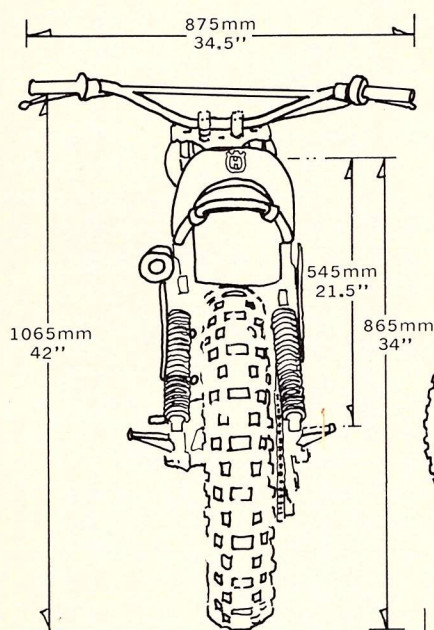
## SPECIFICATIONS

### MAKE OF BIKE: Husqvarna

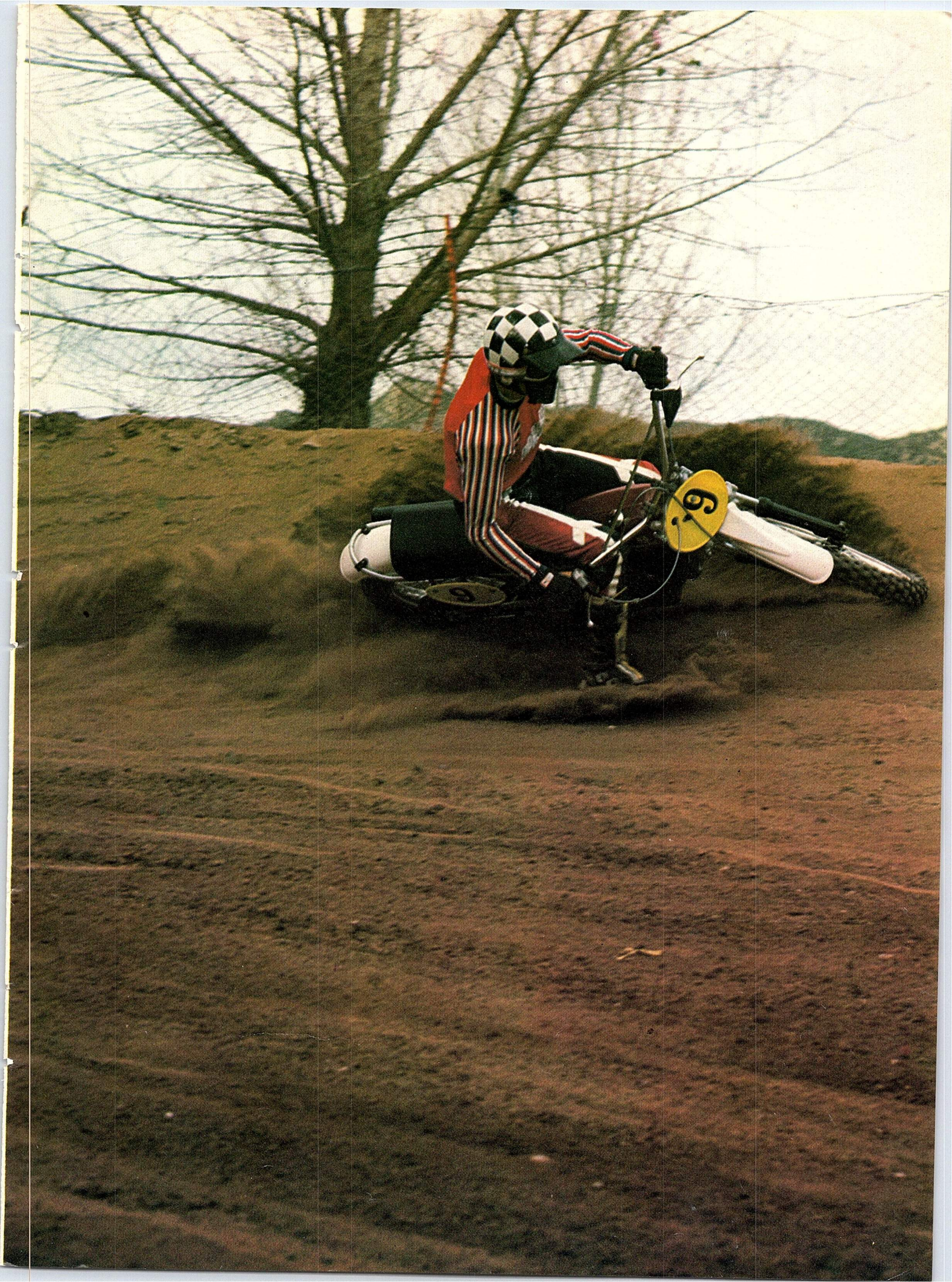
Model ..... 360CR GP  
 Engine Type .Two-stroke sgl. reed valve  
 Displacement ..... 354cc  
 Bore & Stroke ..... 82.05 x 67mm  
 Compression Ratio ..... 10.8:1  
 Carburetion ..... Bing 36mm  
 Ignition ... Flywheel magneto w/points  
 Lubrication Method ..... Pre-mix  
 Starting System ..... Kickstart  
 Air Filter ..... Twin Air foam  
 Recommended Fuel ..... Premium  
 Clutch ..... Wet, multi-disc  
 Primary Ratio ..... Gear 70:29 (2.41)  
 Transmission ..... Six-speed,  
 ..... constant mesh  
 Ratio ..... 2.06, 1.56, 1.24, 1.04,  
 ..... 0.88, 0.78  
 Sprockets ..... 12/48  
 Ratio ..... 4.0:1  
 Color ..... Silver and red  
 Frame ... Chrome moly, sgl. downtube  
 Forks .... Actual 184mm (7.25 inches)  
 Rear Suspension ..... Actual 191mm  
 ..... (7.5 inches) vertical  
 Front Tire ..... 3.00 x 21  
 Rear Tire ..... 4.50 x 18  
 Curb Weight ... 220 w/half-tank of gas  
 Weight Bias ..... 99/121  
 Steering Head Angle ..... 31.2 degrees  
 Fork Trail ..... 152mm (six inches)  
 Fuel ..... 7.8 liters (2.1 gallons)  
 Gearbox Oil ..... 1600cc  
 Forks ..... 220cc



# 360 CR









# SUSPENSION TECH GAS FORKS

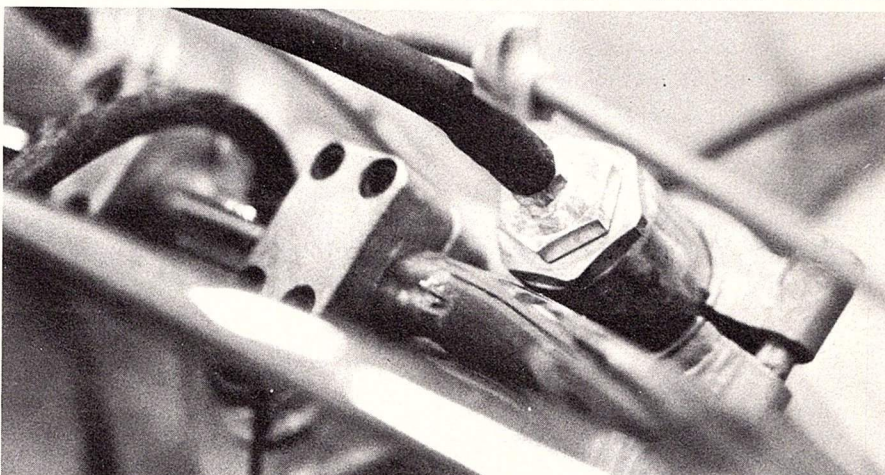
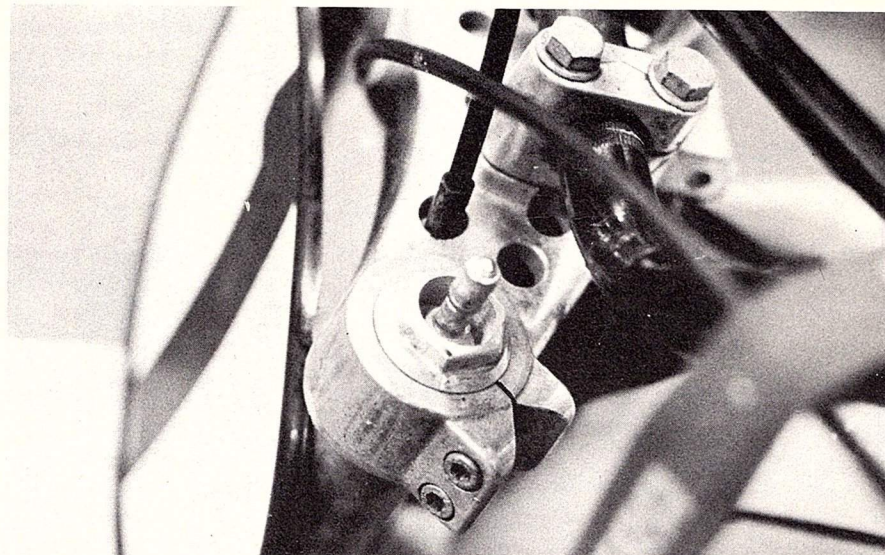
## *And other tricks from the Florida Series*

By Paul Boudreau

With the development of the long-travel rear suspension, factory and private efforts are now focusing on front suspension improvements. Last year the RC Hondas came equipped with gas-sprung front forks which everybody thought were really trick. Turns out they weren't so trick. You can make your own gas forks merely by taking out the springs, filling the forks with enough oil to cover the top of the damping valve and then pumping them up with your tire pump.

The advantages of gas forks

All you have to do to make gas forks is drill and tap the fork cap, install a valve and fill it with air. Gary Jones' Can-Am uses eight ounces of oil, 25-35 pounds of air and gets seven inches of travel.



Kent Howerton's Husky uses the same setup. He puts in 330cc of oil, 35 pounds of air and gets 7½ inches of travel.

Gary Chaplin is travel champion.

His CZ gets 8¼ inches of travel using 230cc of oil and 38 pounds of nitrogen.

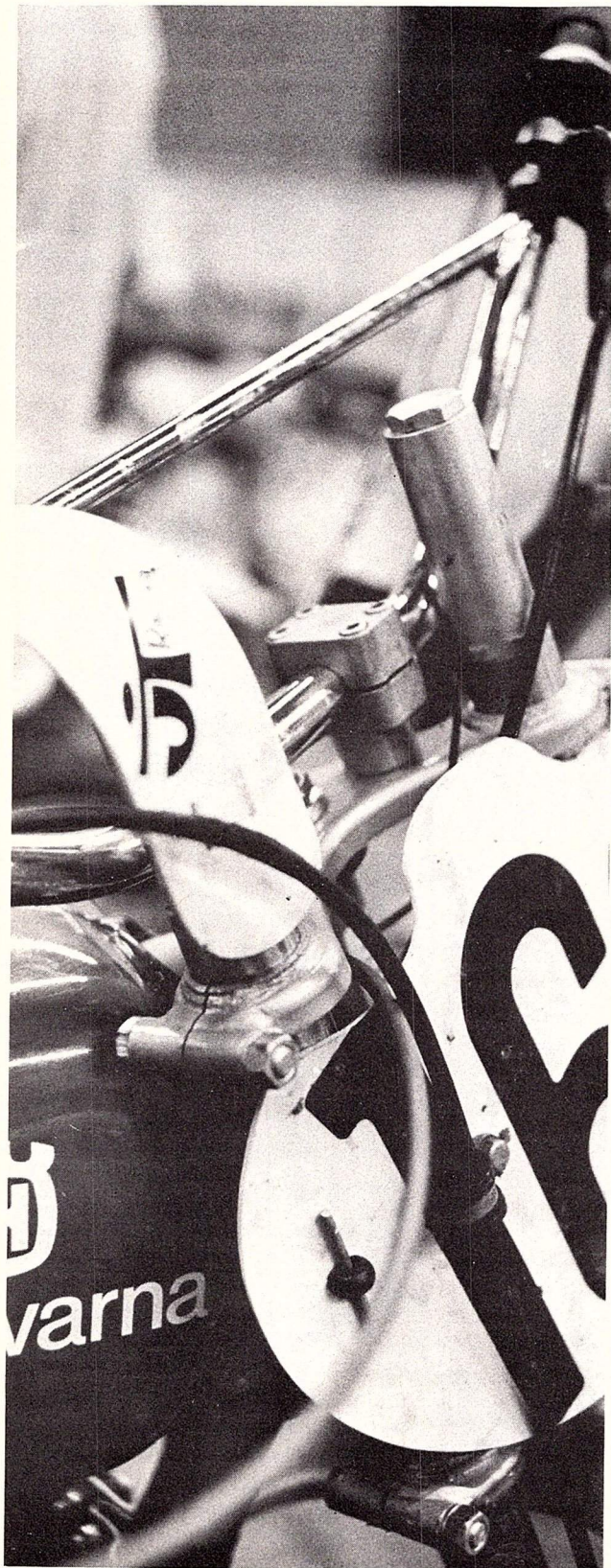
The connecting tube only covers the valves. They're not interconnected.

That way, if one springs a leak he can still finish the race on the good one.

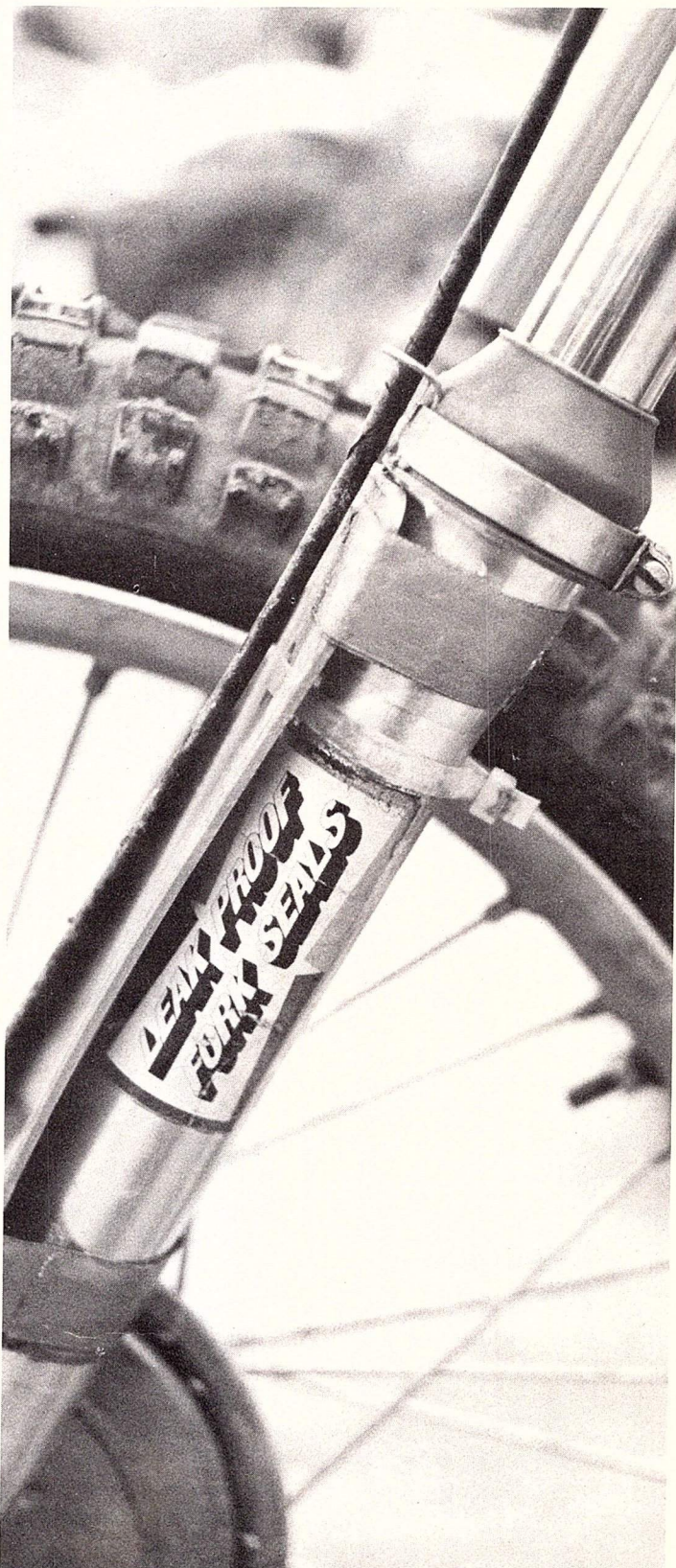




*Nils-Arne Nilsson's Husky doesn't use gas. Instead they've added extensions to the tubes and are using extra-long, loose-wound springs to eliminate coil bind, increase travel and make the system more reliable. He gets 7½ inches of travel.*




*High-quality seals are recommended to keep your forks air-tight. Light Brown gave me a dollar to say "Leak Proof Fork Seals."*



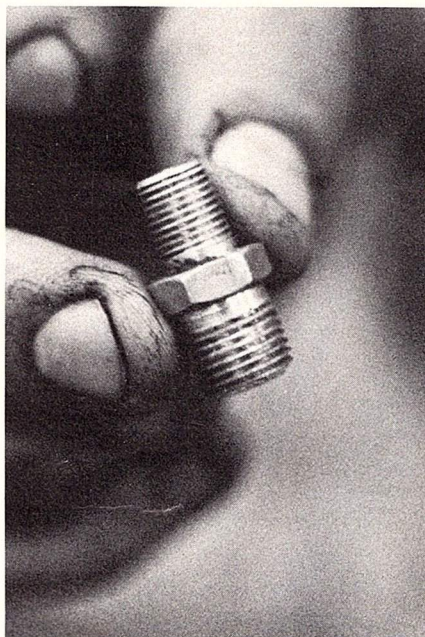


# GAS FORKS

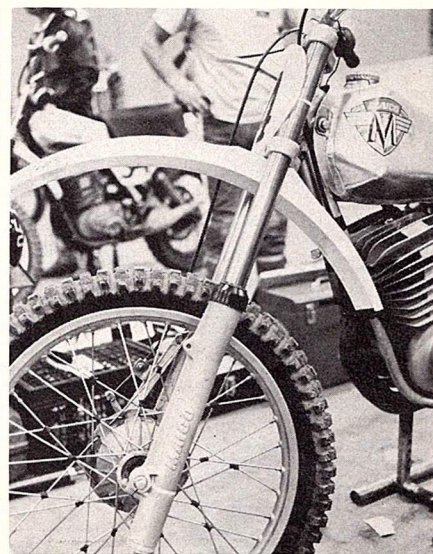
seem to be increased travel due to the elimination of coil bind in springs, pressurization of the fork oil — which helps to quickly reverse the flow through the damping orifices at the top and bottom of the stroke, and a little less weight up front due to the elimination of the spring. Plus air is cheap and it's trick, which always helps.

The drawback is that it can fail. If you wish to balance the system by interconnecting the two forks, you stand a chance of going flat if the system springs a leak. 

*Terry Clark's Harley-Davidson uses this novel approach to rear suspension. They're long-travel, gas-sprung forks.*



*You can get a fitting like this from a compressor supply store. The core is tapped to take an inner tube valve.*



*Stackable's factory Maico has the new internal-spring forks that were rumored to have nine inches, were supposed to have eight but only have 7 1/4. So far. They'll be on the new 250 five-speeds.*



## MAICO 250 from page 24

the tank, then uncork the throttle and let the bike do the work. The Maico works with you to achieve these events in fine style. The pegs are low and the seat is high, so standing up comes easy. Picking your line from rut to rut and across choppy braking bumps into the turn is a matter of subtle handlebar movements and weight transfer. The Maico's low center of gravity gives you good leverage at the bars, and since a fair amount of the bike's mass falls along the axle line, you're not throwing around the Maico's excess poundage. It's a bike you steer, not point.

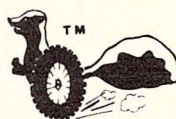
Brakes work superbly, decelerating the bike in much the same smooth, progressive manner that the motor accelerates it. However, the rear brake rod, in its journey around the shock absorber from the pedal to the brake arm, does not deliver the total foot-awareness a straight rod or cable would.

Once into the turn, your body falls sensuously into the seat/tank junction directly 'twixt the two axles, giving you a front row seat in the most beautifully orchestrated symphony of response from a motorcycle you'll ever experience. Your right hand snaps open the quick-turn Magura and in a brief instant a powerful surge races through the chrome moly steel frame and into your gut as the bristling 4.00 Metzeler buries itself deep into the turf and begins its assault on new ground. The forks lift to the top of their seven-inch stroke, carrying the front wheel lightly above the terrain in a half-click cross-up. Your shoulders bear down over the forged aluminum triple clamps, searching, probing with the muscles in your back for the balance point that will deliver the full thrust of the Maico's bulk to the power rising from beneath. Eyes quickly scan the next turn for a piece of dirt that will provide welcome. Right knee nestles the gleaming 5.5-liter aluminum alloy tank, hips drive into the expertly crafted racing saddle, your forearm strains against the throttle stop and that Maico is delivering. Smooth and forceful, you power down the straightaway, front end

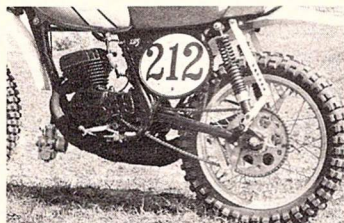
*Continued*

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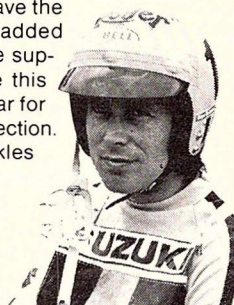
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## MAICO 250 *Continued*

floating free, back end driving hard. The bike is responding, into it just as much as you are. It sure feels good and it's going to do that for you the whole race. Test riders unfamiliar with the Maico's deluxe handling ... ah, but you already know about that.

## BUNNY TURDS

As boss as the 250 Maico is, there are many things on the stock bike that could use some 20th century rethinking, and a few items that are downright insulting.

The footpegs are downright insulting, but you can have sawteeth welded on for under ten dollars or you can buy a good set. The fenders are fiberglass and they break the first time you land on them, but they can be replaced with unbreakable plastic. The chain guide saws through in about four hours because it's set above the running line of the chain. However, if it were set lower it would be too easy for it to catch on rocks and knock the chain off. As it is, the rear sprocket is so big it carries the chain too close to the

ground and it gets knocked off now and then anyway. To make the sprocket smaller, you'd have to redesign the gearbox, so you'll have to live with it. At any rate, you can buy some pretty boss chain guide/brake stay combos that work. The rear pipe support bracket does nothing but give you a false sense of security till the pipe breaks off at any one of a half-dozen places. But the bracket can be redone and the pipe braced at a welding shop for a few bucks. The rear hub flange rubs against the end of the swingarm. This can be fixed in a few minutes with a file, but it sure makes people's eyes roll back in their heads the first time they see it.

Stock fork springs sack out after the first race, but S&W makes excellent replacements that last. The rear Konis are not up to the weight of the bike and the leverage of the forward mount, and they go away after about ten minutes. The heavy shock springs combined with zero damping and sacked-out fork springs make for some interesting front wheel walks in the hoopies. High-capacity aluminum Konis with S&W springs and some secret shock fluid that's being smuggled in from Mexico seem to be getting the job done for the team riders. The rear brake pedal has a flat tromping surface that fills up with mud and gets slippery. You can buy a boss replacement.

The air box is beautifully designed. You can always tell a well-designed air box by the bunny turds in the bottom. Bunny turds are caused by dirt and oil rolling around in the bottom of the air box, forming little balls. If the air box has enough room to form bunny turds, it's got enough room to breathe, and that's very important. However, the plastic which made the air box on our test bike cracked. So much for the bunny turds.

What we're getting at is that you can get the Maico dialed to perfection, but you're going to have to spend many dollars to do it. The fact remains, though, that you could spend three times as much on a lesser bike and still get nowhere near the capabilities of a well-prepared Maico. If you want to join the club, you've got to pay

*Continued*



GENUINE

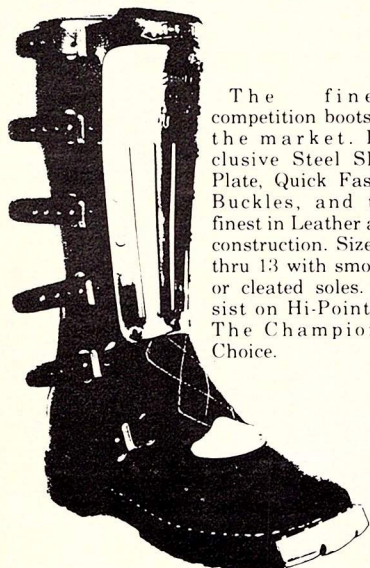
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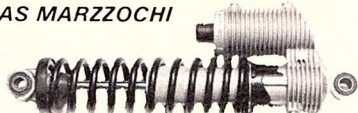
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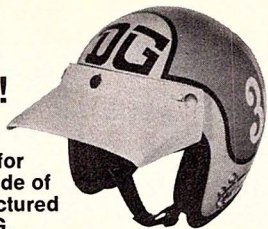
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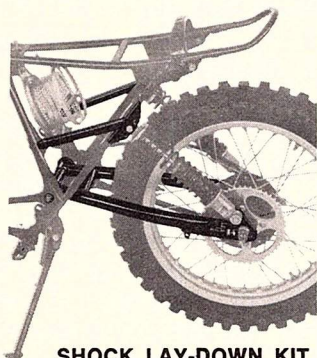


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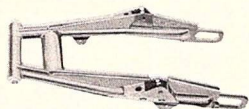
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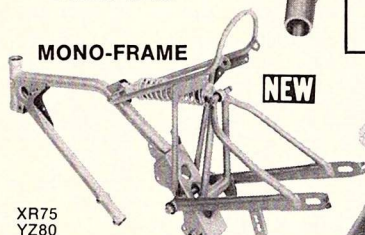
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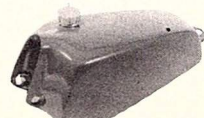
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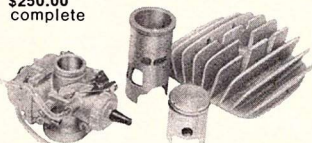
### NEW! REPLICA TANK



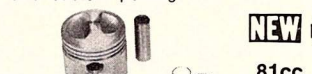
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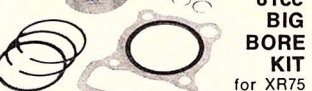
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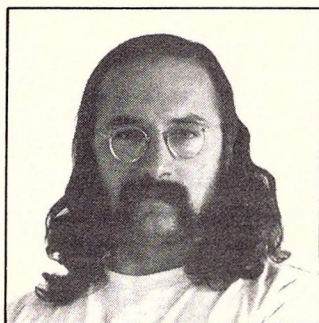
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**MAICO 250** *Continued*  
the dues.

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### ASK THE MAN WHO RACES ONE

So if the Maico is so great, why doesn't everybody own one? None of our staffers and test riders race Maicos. The reason is very simple: None of us want to spend the time, effort and money needed to maintain a competitive Maico. But the rewards are there if you want to work for them. Each time you fearlessly hold the throttle wide open through a gnarly turn, float across the hoopies, sail over a killer hill or wheelie past the checkered flag in victory, you'll be repaid a hundredfold for your hours in the garage. No, none of us own Maicos. But you know that magazine guy in the Yamaha ad who says not to tell anyone but he thinks the 400 Enduro is the best enduro bike he's ever ridden? He races a Maico.



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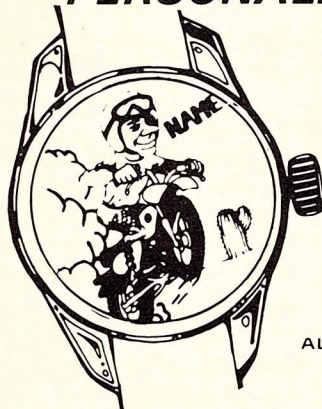


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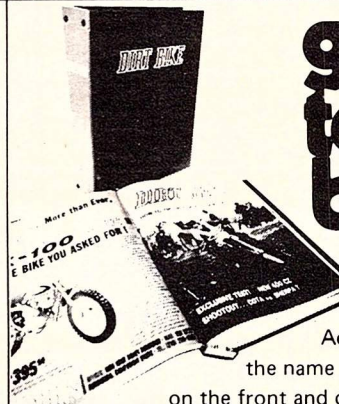
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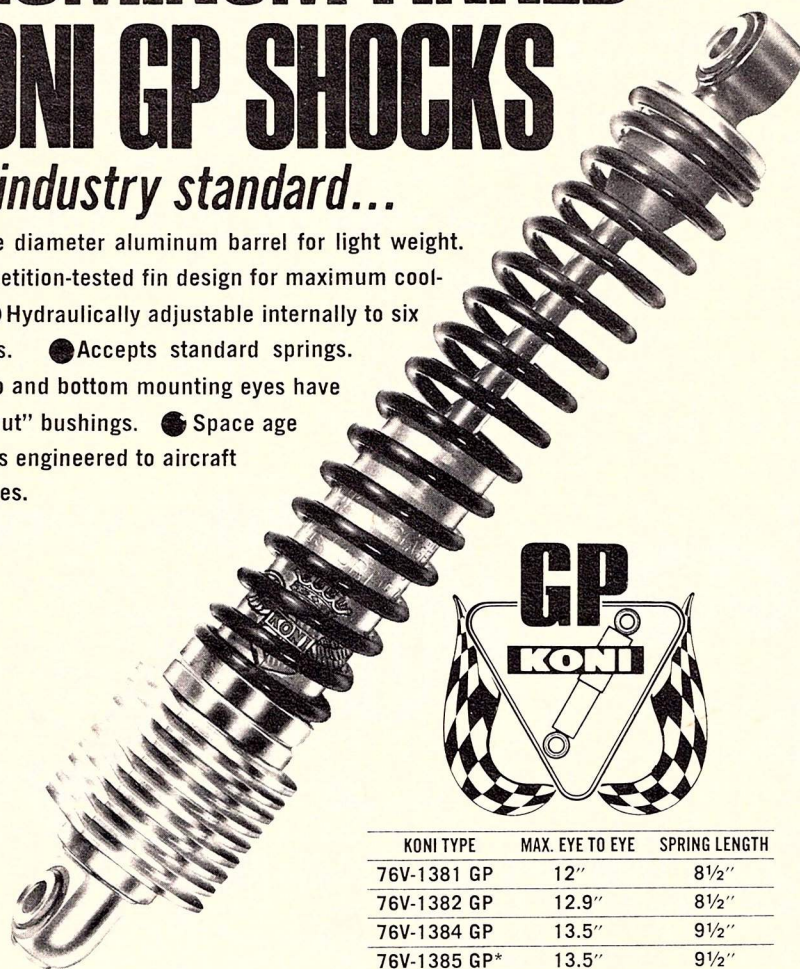
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## FLORIDA RACERS from page 29

CR for his overall win in this year's NML Series and semi-sponsorship status as a "B" Team member for the Florida Winter-AMA Series. Last year John raced a few AMA Nationals on the East Coast and this year, with help from Husqvarna, he hopes to campaign all the major AMA races across the country.

### DON KUDALSKI

Though he's only 17 years old, Don Kudalski has already proven he can race and beat some of the best factory riders in the United States. This youngster takes his racing seriously, usually practices two or three times a week, and is in better physical condition than the established professionals.

Last year when the Winter-AMA Series and the NML Winternationals were held on the same weekends, Don raced two classes of the AMA Amateur Series on Saturdays, then loaded his Bultacos in his van and drove all night to race two classes of the NML's Professional Series on Sundays. The result was that he won both the 250 and Open Class AMA Florida State Amateur Championships, and in the NML Series he placed second overall in the 250 Professional class and fourth overall in the Open class. Don finished out 1974 by becoming the NML's top money winner and winning the AMA's 250 National Amateur Championship.

Don rode the final three events of the 1975 NML Winternationals Series on Rokon's prototype motocrosser, winning individual motos in the Open class but having mechanical problems that prevented him from taking the overall wins. Now receiving mechanical support from E. C. & Walker to keep the Rokon running, Don battled Mike Hartwig for the overall win at this year's first Winter-AMA race, and only an off-course excursion that brought about a one-lap penalty prevented him from winning. After graduation from high school this spring as an honor student, Don wants to campaign the AMA National circuit with the factory-sponsored Rokon prototype.

*Continued*

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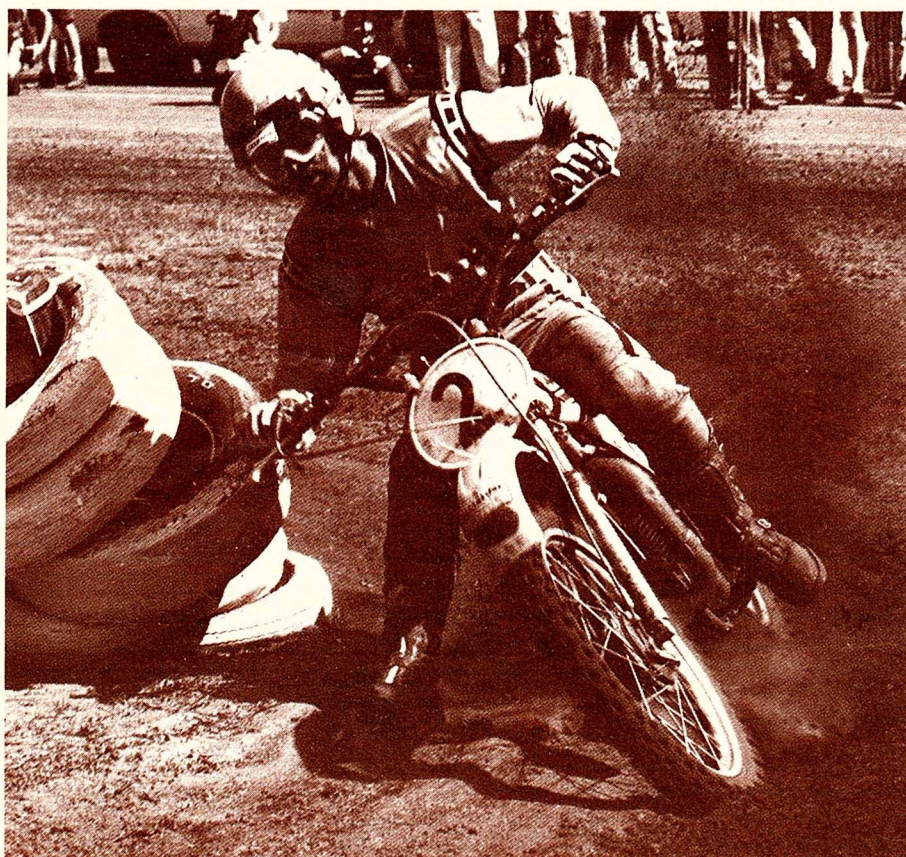
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## FLORIDA RACERS *Continued*

### MIKE LAROQUE

Another young rider who wants to campaign the National Championship this year, 19-year-old Mike works at Orlando Motocross Center, a Husky and Maico dealership in Orlando. He started racing on a 125 Carabela at the age of 15, did well locally, then last year got a sponsored ride on a 250 Husky through the shop where he now works. The first time out on the new Husky Mike started winning, and among his victories were a second overall in the NML's Florida State Championship and first in the Yamaha Paper Cup Motocross at Road Atlanta.

For the NML and AMA Florida Winter Series this year, Husqvarna is sponsoring Mike on one of the new 250 GP bikes through the shop. He finished out the NML Winternational Series in fourth overall, and now is receiving increased support from Husqvarna as a member of its "B" Team in the Winter-AMA Series.

### DAN FARLEY

Dan Farley is the third member of Husqvarna's "B" Team in the Winter-AMA Series. Riding a 400 Husky in the NML Winternational Series, Dan finished fifth overall, taking a first in the Open class race at Inverness. Like Mike LaRoque, 19-year-old Dan receives his support from Husky through Orlando Motocross Center. For the Winter-AMA Series, Dan got to trade his 400 in on one of the new 360 GP bikes, and he says he really likes the new bike's lighter weight and improved handling.

Racing for a number of years now, Dan got his start on a Suzuki, but last year campaigned some of the AMA Nationals on a Yamaha YZ and a CZ. Since his father was promoter of the Orlando Sports Stadium motocross track, site of the yearly Trans-AMA and Winter-AMA races, it could be said he was the only kid in town who had his own International-caliber motocross track to practice on. Dan takes his racing seriously, and with support from Husqvarna this year, hopes to do even better his second year on the National circuit.







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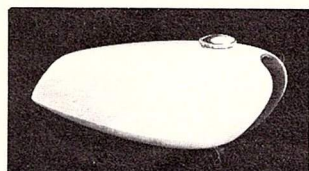
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## WINTER-AM from page 41

first race. While Billy quickly catapulted into the lead of the moto, Kent found himself having to work up through the pack from a slow start. He quickly worked up to second place behind Billy, but just as he did Florida's Karl Taylor came flying up on Kent to challenge him for second. After racing side by side for a while, the two tangled on a bad whoop-de-do section and both went down. Karl Taylor was able to get back up and going again, but Kent was out of action with a sprained ankle. Kent tried to race again the following two weekends at Hialeah and Gatorback in Gainesville, doing fairly well, but riding only aggravated his sprained ankle more and he wisely decided to sit out the remainder of the Series so his ankle could heal.

With no one else quick enough to stop him, Billy continued to rack up wins throughout the Series. At Hialeah a broken rear hub during the final moto prevented him from taking the overall win for the day. He would have won at St. Petersburg as well, but someone ran into him during the start of the first moto and broke a rear shock on the factory Suzuki. Billy came back to win the final two motos, but was down on points for the overall win there also. The fact that Billy's RH250 Suzuki performed as well as it did is a credit to his mechanic, Brian Lunniss.

With Billy out at the bike-jarring and dusty Hialeah track, local Florida boy John Joyner came out on top with the overall win on his Cycle City Husky. John was the recent overall winner in the 250 class of the NML Winternation Series. Another Florida rider who picked up a win in the Series was Karl Taylor from Lake Park, who won at St. Petersburg aboard his Yamaha YZ. The only rider who outrode Grossi in the entire six-race Series was Can-Am's Captain Cobalt, Jimmy Ellis, who finished ahead of Billy in one moto at Jacksonville when Billy crashed twice in the track's deep sand. Ellis' 2-1-2 moto combination for the day beat Billy's 1-4-1 and gave Jimmy the day's win.

continued on page 68

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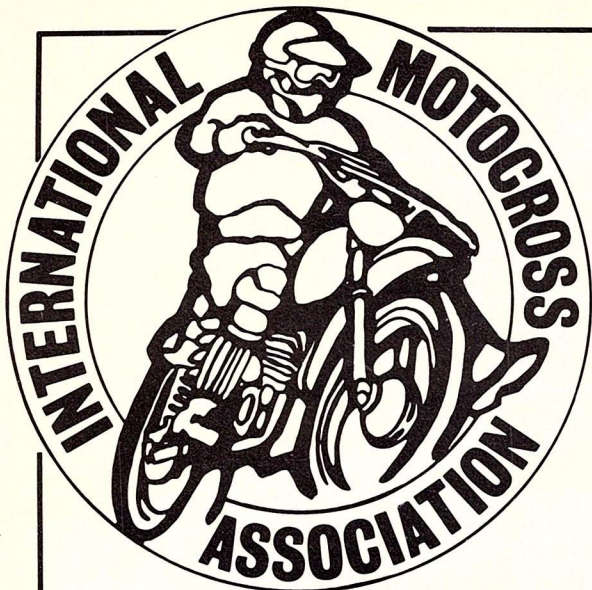
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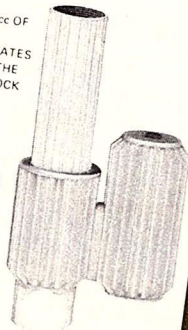




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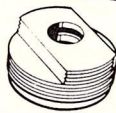


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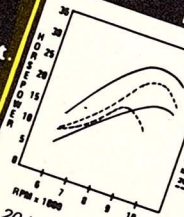
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## WINTER-AM from page 64

The Series' 250 title hung in balance at the final race in Orlando Sports Stadium. This was the race that conflicted with Yamaha's Super Series event in Dallas which Billy had to ride. Going into this final race Billy had the points lead, but there was a good possibility that if he didn't race at Orlando then CZ's Frank Stacy could take the Series title. Frank had been quietly picking up top-five placings at every race in the Series and was now very close to Billy in overall points. Suzuki wasn't about to let Billy lose the Florida Series, so after Saturday night's wild Super Series spectacle in Dallas at which Billy placed third in the 250 class, he and Brian caught the late-night flight back to Daytona where they had left Billy's ratty old practice bike with the road race team. From there it was a mad dash in a borrowed van down to Orlando as the early-morning Sunday sun rose in the sky.

There were no sure bets going around that Billy would win at Orlando. After having been awake almost all night he wasn't in the

best shape, and the sandy Trans-AMA track wasn't exactly what one would select for a leisurely Sunday ride. Brian continued to check over the tired practice bike throughout the morning and during practice to find anything that would prevent it from finishing three 20-minute motos. It paid off, because Billy gassed it to the day's overall win and the Series championship.

### OPEN PROFESSIONAL

Just as "Sugar Bear" Grossi was unbeatable in the 250 class, Mike Hartwig dominated among the big bikes. No one could outride the Hadley Flash, and the only two riders who were capable of staying on the same lap with Mike after 20 minutes were Suzuki's Tony DiStefano and Florida's new National star Don Kudalski on the 340cc Automatic Rokon. The only problem was that Mike wasn't able to escape a lot of bad luck, some of which must have rubbed off on Kudalski, and it was Tony DiStefano who picked up the Open class Series Championship.

Mike Hartwig had shown up at

the opening round in the Series at Ocala Cycle Park with his brother Steve, friend Ben Corey, and a Ford pickup truck with a stock 360 Husky in the back. For one of the fastest motocrossers in America, camping out of the back of a truck certainly wasn't what he was used to, but back injuries from last season were still bothering him and Husqvarna couldn't afford to keep him on the team if he couldn't ride. The Florida Series was an important proving ground for Mike. Taking Mike's place on Team Husky in the Open class was Mitch Mayes, the desert fox turned motocrosser. Mitch found out, though, that Florida sand isn't like Baja sand, and that combined with a leg injury kept him back in the pack until the final race at Orlando.

Winning moto after moto in the Series with no one else fast enough to challenge him, Mike Hartwig proved to be master of the sand, effortlessly blasting across the tops of four-foot-deep whoopdies at full throttle. He won easily at Ocala, even though he started one moto a lap down after falling in the first turn. The next

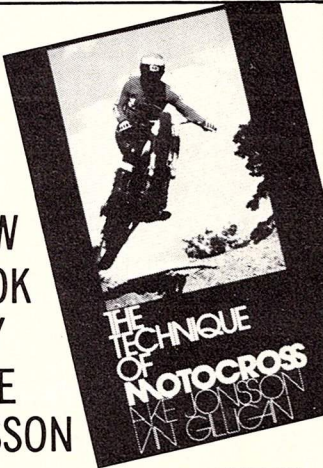
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week at Hialeah his bad luck struck as he won two motos, then DNFed the other with a seized engine, losing valuable overall points. At Gatorback he sprained a wrist and didn't finish. St. Pete gave him two more moto wins and a broken chain. Mike's final race in the Series was North Florida Raceway at Jacksonville, where he was finally able to win all three motos without something going wrong.

At Jacksonville Tony DiStefano was able to win the Series for Suzuki by only having to finish second behind Hartwig. Fast, consistent rides gave him the wins at Hialeah and Gatorback, and high point earning positions behind Hartwig and Kudalski at the other events. Credit also has to go to his mechanic Keith McCarty, who made sure his prototype-frame/400-engined Suzuki finished 15 straight motos without missing a stroke.

Since the Series Open class Championship was decided at Jacksonville, there was no need for DiStefano or Hartwig to make the final race at Orlando Sports Stadium, especially since they wanted to be in Dallas for the Super Series. Don Kudalski took it upon himself to easily win all three motos of the final event in their absence. It wasn't just luck for the 17-year-old from Coral Springs, Florida, because he had also shown he could win when they were around. He had taken the overall win at St. Petersburg by outriding Tony. He had won at Ocala, though he crashed four times, but during one get-off he had gone off the track and reentered again at the wrong spot, costing him a one-lap penalty and dropping him from first to third overall for the race.

With Mike Hartwig having so many problems, Don Kudalski might have won the Series himself, but Don and his mechanic Dave Palmer just couldn't match Tony DiStefano's consistency record. The new Rokon prototype was using the Series for sorting itself out for the upcoming Nationals, so the mechanical problems they experienced at three of the Series events had to be expected. For the remainder of the year, though, they should be dialed in.

## MOTOCROSS ACTION MAGAZINE

# BACK ISSUES

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## HUSKY 360 from page 63

The 360CR is like no other Husky you've ridden. Everything is different. The length, height, center of gravity, suspension front and rear, gearing, fork angle — you name it and it's been changed. The only thing that seems similar is the power curve, which is comparable to its predecessor, the 400.

### POWER

It seems that most of the manufacturers have reached a cubic inch leveling-off point in the big-bore class. The 360CR has less

displacement than former Husky models, but that doesn't mean it's any less powerful. They have been able to maintain that low end power that Husky has been famous for, and yet it will still rev with the best of its class. The power doesn't overwhelm you. It's wide and controllable and makes a smooth transition throughout the range. This is largely due to the reed valve and is the reason why Husqvarna chose to use it.

The six-speed gearbox is precise and efficient. You learn right away that it does not flick into

gear as do some of the Japanese brands. It takes a positive shift. You know when you shift the Husky, which is not always the case with a Japanese racer. Once you become dialed into the bike the shifts become unconscious reactions to the terrain. The ratio of the six speeds is close enough so that you can gear the bike for any track you care to run. The power of the engine, coupled with the close ratio box, allows you to get lazy exiting corners, not shifting when you just know you should or think you have to. You soon find that if you hold position, there's enough grunt in those 360cc to keep the other guy from slipping by. It was a chore to shift some of the older Huskys; not so with the Mikkola Replica!

The new 360CR has a completely new clutch, very lightweight and easy to use. A new roller indicator on the shifting drum has been added to eliminate the false neutrals. The new clutch is held in place by a circlip, like the countershaft sprocket, making for easy maintenance and accessibility.

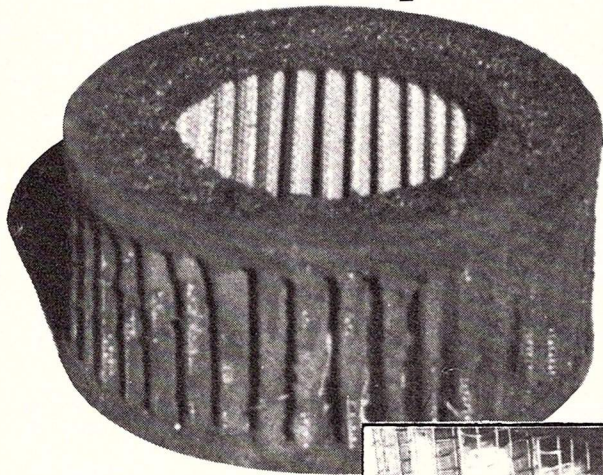
### DETAILS

The old saying, "The simpler, the better," holds true with the Husky's 360CR. Looking at the bike makes you wonder where they put everything. It looks like something is missing. It's not, though. Everything that's needed to make this bike competitive is there, and it's mostly first-rate. There is no garbage. Starting with the chrome moly frame and swingarm, you find there are no heavily gusseted areas. We are told that the frame and swingarm are hardened in the vital stress areas. In any event, the frame assembly has to be one of the lightest units on the market.

We found that we even liked the handlebars. The levers and controls were in the right place no matter who rode the bike. The long seat was firm and not uncomfortable. The slim two-gallon gas tank was never noticed while riding. The expansion chamber tucked in neatly and none of us could remember it getting in the way.

The air cleaner sucks its air from under the seat and through a Twin Air foam element. It's easily

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accessible for cleaning. Consideration was used in its design so that when changing or cleaning the filter, dirt won't drop into the carburetor.

The brakes work excellently and are predictable. A vulcanized rubber bushing was used in the rear brake lever so that there is no metal-to-metal contact. This prevents sideplay in the lever. When the brake lever is depressed the rubber twists, and when released it acts like a return spring on the brake assembly. The same method was used to mount the chain guide, but it didn't work as well.

We weighed the bike without the kickstand assembly because we never used it. One does come with the bike, but it unbolts easily in a unit without a bunch of springs popping all over the place.

We wondered why Husky mounted the number plates as a part of the shock assembly. Our answer was that they didn't want to weld any tabs onto the frame that weren't absolutely necessary, because of strength problems. This was the only thing that worked well enough for an alternative.

Our bike came with Trelleborg tires front and rear, and we had no complaints. The rims are ridgeless Akronts which — although light — didn't seem to be as strong as D.I.D.s. A word of caution: MAKE SURE that after ten minutes' riding time on a new bike with these rims you check your spokes and nipples for tightness. Especially the front!

The fenders are plastic and they break. The air cleaner cover is magnesium.

The carburetion of our bike was a little fat on the low end when running easy. We were told verbally and in the owner's manual not to touch or change the needle position. We didn't. When the bike had a little time on it, we started to run it hard. Then it started to run a hair on the hot side. We changed the plug to an N59G Champion, replacing the standard special Champion plug. There was no designation on the porcelain. We knew by the electrode that the N59G was a colder plug. It worked. We used a mixture of Bel-Ray oil at 50:1.


The 360CR came to us with a Femsu ignition with points. The

250CR Husky uses a Motoplat pointless ignition for its fire. Reliability was a factor in Husky's selection of the contact breaker system versus the solid-state when the 360CR was being built. In any event, we had no spark problems, but we've heard of people who have. The problem with a Motoplat or any other CDI-type ignition is that if it fails you usually have to replace the whole unit. It's a financial bummer when it happens.

## NEGATIVE STUFF

With all the Mikkola Replica's good points, there are still several things which we really disliked. Some are minor, but the bummer was the kickstarter. It had a throw of about four inches before you rammed your boot into the footpeg. We tried it several different ways but could never remedy the situation. We moved the lever on the shaft back a few splines, being wary of going too far and endangering the case cover when it snapped back. It didn't work. It tried to engage the starter gear when the engine was running.

*Continued*



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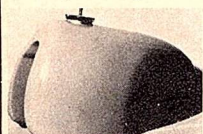




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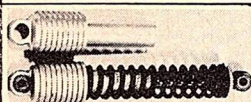
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
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### HUSKY 360

We called that !@†&+%\$\* peg every name we could think of!

The handgrips are burnt. The footpegs need more grip, as does the flat of the brake lever. The bent tab of the brake lever makes it hard to slide your boot on and off, yet it will slip forward because of a lack of cleats. There is no adjustment for the front and rear brake arm. You'll lose the shift lever rubber in nothing flat. Another thing we had a problem with losing was the rear tank bungee cord. It would unhook and was a real hassle to fix because of a lack of room for your hand, unless you took the seat off. The front fender was too short and didn't give adequate protection. That keeps Petty happy, since most racers replace the stock fender with a gen-you-wine IB Muder. Getting back to the kickstart lever again, the fold-out part keeps folding out while you're riding. A cure is to remove it and compress the slot enough to grip the lever. When you reinstall it, do it without the holding ball. You'll find that it's necessary to use your hand to move the lever after this cure, but it won't flop around anymore. Another annoyance is the inaccessibility of the carburetor for adjustments. Husky doesn't want you foolin' with it anyway, so we won't complain too much.

### WRAP-UP

It's like that old TV coffee grower, Juan Valdez (close), sez, "You get what you pay for." Husky is gambling that by offering you a ride on the new 500cc World Champion Replica you'll buy it. It's going to cost, because these bikes aren't cheap to build. All those neat little trick things that you like so well cost money. They also win races! The Mikkola Replica is made to win races. The more we rode it, the more we liked it. As we mentioned earlier, you're going to have to go fast to make full use of this bike. You have to work the bike in the corners and let the bike do the work on the straights. Once you and the 360CR are in tune together, you're going to win some races. Maybe not the World Championship, but you've got to start somewhere. Heikki did! 

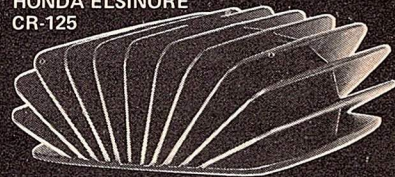
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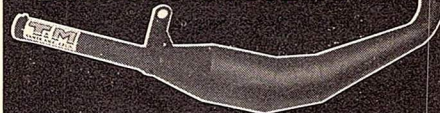


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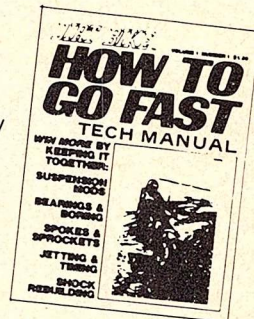
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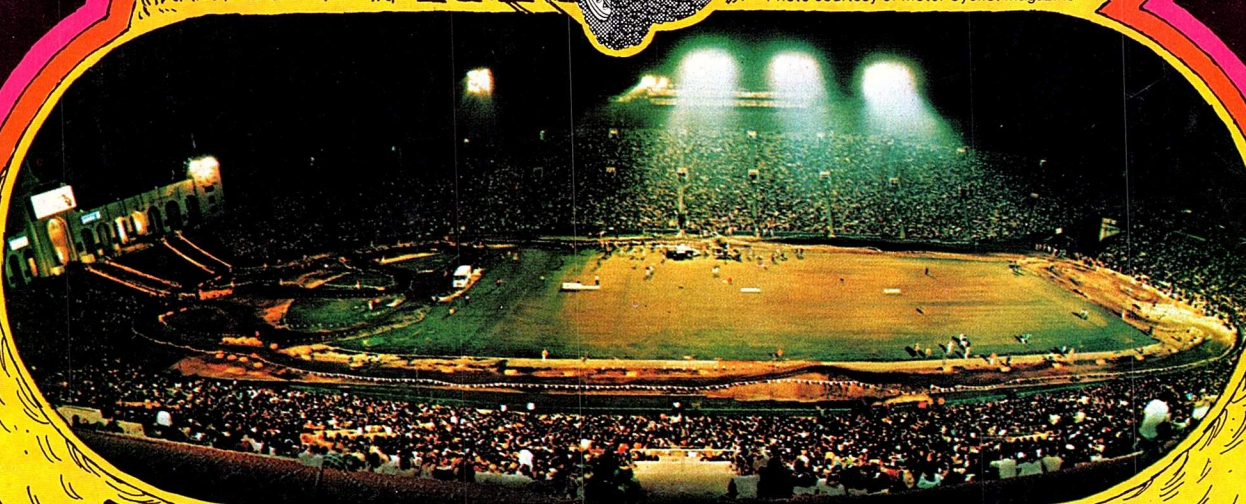


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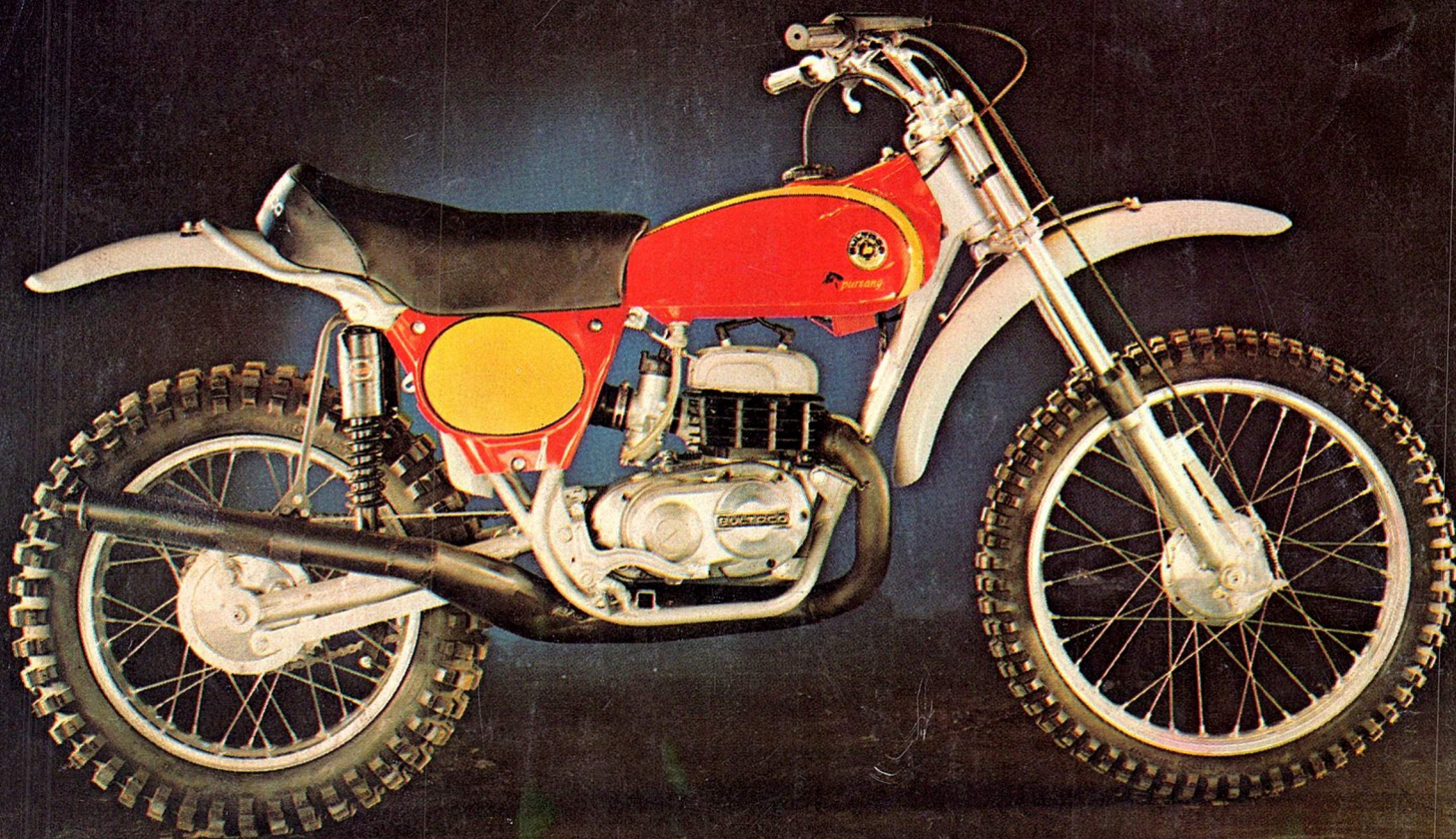
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